

# The Bahamas National Requirements

Version 10.5



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## FOREWORD

The Bahamas National Requirements (BNR) was originally issued by the Bahamas Maritime Authority (BMA) in 2007 as a reference source for Bahamas Recognised Organisations, Bahamas Approved Nautical Inspectors, ship-owners, companies, Masters, officers, and crew.

The information contained within is intended to supplement The Bahamas Merchant Shipping Act and associated Regulations, BMA Agreements with Recognised Organisations, BMA Information Bulletins, Marine Notices, Information Notices and Yacht Notices.

BNR has been updated periodically since it was first issued. As of version 10.0, the BNR has become a “live” document to be updated as required. Accordingly, any suggestions for amendments, clarifications or additions may be sent to [tech@bahamasmaritime.com](mailto:tech@bahamasmaritime.com) with the subject “BNR Change Request”.

Information Bulletins are in the process of being converted to Marine Notices/Information Notices/Yacht Notices. A full list of Information Bulletins and their corresponding replacement are provided in the Annex to this document for reference.

## 1. ADMINISTRATION DETAILS & CONTACTS

### 1.1. Full name of flag State on Certificates

The Commonwealth of The Bahamas

### 1.2. Name of agency responsible for flag State affairs

The Bahamas Maritime Authority (BMA)

### 1.3. Emergency response contact

+44 20 3869 8748

### 1.4. Website

<https://www.bahamasmaritime.com>

### 1.5. BORIS

The Bahamas One Registry Information System can be accessed at

<https://public.bahamasmaritime.com>

### 1.6. Departmental email addresses

Please use for all policy related issues

Registration

[reg@bahamasmaritime.com](mailto:reg@bahamasmaritime.com)

Seafarers, Manning, and Training

[stcw@bahamasmaritime.com](mailto:stcw@bahamasmaritime.com)

Maritime Labour Convention

[mlc@bahamasmaritime.com](mailto:mlc@bahamasmaritime.com)

Inspections & Surveys

[tech@bahamasmaritime.com](mailto:tech@bahamasmaritime.com)

Yachts

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LRIT

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Maritime Investigations

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Finance, Administration & IT

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IT Support

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Publications

[publications@bahamasmaritime.com](mailto:publications@bahamasmaritime.com)

Maritime Affairs

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Data Protection Officer (GDPR)

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**1.7. BMA offices****1.7.1. London**

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**Fax Number** +44 20 7256 5619

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**1.7.2. Nassau**

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## 1.7.4. Hong Kong

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## 1.7.5. Piraeus

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Ampatielou Str.  
185 36 Piraeus  
Greece

**Main Telephone No.** +30 210 429 3802

**Fax Number**

**Email addresses** [greece@bahamasmaritime.com](mailto:greece@bahamasmaritime.com)

## 1.7.6. Tokyo

**Office address:** Habiulu Nishi-shinbashi 3F  
2-35-2, Nishi-shinbashi  
Minato-ku  
Tokyo 105-0003

**Main Telephone No.** +81 3 6402 5274

**Fax Number** +81 3 6402 5327

**Email address** [tokyo@bahamasmaritime.com](mailto:tokyo@bahamasmaritime.com)

## 1.8. BMA Agents

### 1.8.1. South Korea

<b>Company Name</b>	Ben Line Agencies
<b>Office address:</b>	7F, Bolim B/D 65, Myeongdong-gil, Jung-gu Seoul 04538 South Korea <a href="mailto:korea@bahamasmaritime.com">korea@bahamasmaritime.com</a>
<b>Main Contact.</b>	Mr DS Kim (Country Manager Korea) Office: +82 2 2135 1113 Mobile: +82 10 9205 7327 Email: <a href="mailto:ds.kim@benline.co.kr">ds.kim@benline.co.kr</a>
<b>Alternate Contact</b>	Mr YS Lee (Commercial Manager Korea) Office: +82 2 2774 0416 Mobile: +82 10 2032 3629 Email: <a href="mailto:ys.lee@benline.co.kr">ys.lee@benline.co.kr</a>

## 2. CONVENTIONS TO WHICH THE BAHAMAS IS A PARTY

### 2.1. General

The technical requirements for Bahamian ships are the applicable International Conventions of the International Maritime Organisation (IMO), International Labour Organisation (ILO), and International Telecommunication Union (ITU), together with amendments and mandatory resolutions that have been adopted and which have been enacted through the Bahamas Merchant Shipping Act.

### 2.2. Carriage Requirements

It is the responsibility of the Company, under the obligations placed upon it by the ISM Code, to ensure that members of the shipboard management team are knowledgeable in the Conventions that relate to their duties. The BMA therefore expects that the full text of the applicable Conventions will be available on board for reference in either hard copy or digital form.

The Bahamas also recommends that owners and managers of Bahamian ships adopt the practices contained in applicable non-mandatory resolutions and circulars that provide alternatives to, and clarifications of, the requirements contained in the Conventions and Codes, unless specified otherwise by the BMA.

Bahamas-specific interpretations and/or instructions relating to the application of the international conventions and other requirements are provided in:

- The Bahamas National Requirements (this document)
- [BMA Information Bulletins](#)<sup>1</sup>
- [Marine Notices](#)
- [Information Notices](#)

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<sup>1</sup> Note – BMA Information Bulletins are being superseded by Marine Notices/Information Notices/Yacht Notices – see [Marine Notice](#)

- Yacht Notices

Conventions to which The Bahamas is a Party and that require survey, certification and verification by Bahamas Recognised Organisations are applied “as amended” unless otherwise stated.

The Bahamas is a Party to the following international Conventions and Agreements:

International Convention for the Unification of Certain Rules relating to the Arrest of Sea-Going Ships, 1952  
Convention on the International Maritime Satellite Organisation (INMARSAT), 1976  
Convention on Facilitation of International Maritime Traffic (FACILITATION), 1965  
International Convention on Load Lines (LL), 1966 and the 1988 Protocol  
International Convention on Tonnage Measurement of Ships (TONNAGE), 1969  
International Convention on Civil Liability for Oil Pollution damage, 1969 (CLC) and the Protocols of 1976 and 1992  
International Convention relating to Intervention on the High Seas in cases of Oil Pollution Casualties (INTERVENTION), 1969 and the Protocol of 1973  
International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage (FUND), 1971, Protocol of 1976 and Protocol of 1992  
Convention on the International Regulations for Preventing Collisions at Sea (COLREGS), 1972  
International Convention for Safe Containers (CSC), 1972  
International Convention for the Prevention of Pollution from Ships (MARPOL), 1973, as modified by the Protocol of 1978 and Protocol of 1997 (Annexes I, II, III, IV, V & VI)  
International Convention for the Safety of Life at Sea (SOLAS), 1960  
International Convention for the Safety of Life at Sea (SOLAS), 1974 and the Protocols of 1978 and 1988  
Athens Convention Relating to the Carriage of Passengers and their Luggage by Sea (PAL), 1974 and 1976 Protocol  
International Convention on Limitation of Liability for Maritime Claims (LLMC), 1976  
International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978  
International Telecommunication Convention (Montreux), 1965 and the Radio Regulations, 1968  
International Health Regulations (Geneva), 1969  
Minimum Age (Sea) Convention, 1920 (ILO No. 7)  
Seaman’s Articles of Agreement Convention, 1926 (ILO No. 22)  
Merchant Shipping (Minimum Standards) Convention, 1976 (ILO No. 147)  
Maritime Labour Convention, 2006  
Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation (SUA), 1988 and the 1988 Protocol  
International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC), 1990  
International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001 (AFS Convention)  
International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (Bunker Convention)  
Convention on the Rights of Persons with Disabilities, 2006  
Nairobi International Convention on the Removal of Wrecks, 2007

Agreement on Port State Measures to Prevent, Deter and Eliminate Illegal, Unreported and Unregulated Fishing, 2010

Convention on Private International Law, 1928 (Bustamante Code)

International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (BWM)

United Nations Convention on the Law of the Sea, 1982 (UNCLOS)

### 3. SURVEY, CERTIFICATION & APPLICABLE REQUIREMENTS

#### 3.1. Recognised Organisations

The Bahamas Maritime Authority has authorised a number of Recognised Organisations to carry out statutory survey and certification services, on behalf of the government of The Bahamas, on Bahamian ships (including offshore units and yachts) and on companies operating Bahamian ships.

Please refer to [Marine Notice 002<sup>2</sup>](#) for details of current Recognised Organisations and [Yacht Notice 09](#).

#### 3.2. Extent of Authorisation

Bahamas Recognised Organisations are authorised to undertake surveys, audits and inspections and issue relevant statutory certification on behalf of the BMA as detailed in “Applicable Instruments” (see paragraph 3.3 below) with the following exceptions:

- (i) Croatian Register of Shipping – authorisation not requested for MODUs and gas carriers

It should be noted that not all Recognised Organisations class all ship types or offer all services.

Surveys are to be conducted in accordance with IMO Resolution [A.1156\(32\) Survey Guidelines under the Harmonized System of Survey and Certification \(HSSC\), 2021](#) unless expressly agreed otherwise by the BMA.

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<sup>2</sup> Formerly BMA Information Bulletin No.3



## 3.3. Applicable instruments and degree of authorisation

Bahamas Recognised Organisations are authorised to apply the requirements of the relevant Conventions and Codes as amended or modified, unless instructed otherwise by the BMA. Such authorisation includes approval of plans and documents that may be referred to within the Convention and Code requirements, as amended.

Key to Applicable Instruments Table	
IS	Initial Survey under the relevant Convention or Code
RS	Renewal Survey under the relevant Convention or Code
A/P/I	Annual, periodical or intermediate survey under the relevant Convention or Code
EX	Exemption from a requirement of the relevant Convention or Code
F	Full authorisation to perform plan review, approval of plans and documents, carry out surveys, inspections and audits, and issue and/or revoke necessary interim and full-term certificates. Full authorisation includes the execution of stability verification where applicable.
P	Partial authorisation to perform plan review, approval of plans and documents, carry out surveys, inspections and audits, and possibly issue interim certificates (specific instructions will be provided by the BMA. Full-term certificate is issued by the BMA).
A	Issuance of certificate to be approved in advance by the BMA.
X	Full authorisation for surveys required by Regulation 1(1)(b) of the AFS Convention

		AUTHORISATION (see key above)				Stability Review
		IS	RS	A/P/I	EX	
1	SOLAS Convention					
1.1	Passenger Ship Safety Certificate	F	F	-	A	YES
1.2	Cargo Ship Safety Certificate <i>Not generally used;BMA to be consulted before issue</i>	A	A	A	A	YES
1.3	Cargo Ship Safety Construction Certificate	F	F	F	A	YES
1.4	Cargo Ship Safety Equipment Certificate	F	F	F	A	-
1.5	Cargo Ship Safety Radio Certificate	F	F	F	A	-
1.6	Document of Authorisation for the Carriage of Grain	F			A	YES
1.7	Document of Compliance with the Special Requirements for the Carriage of Dangerous Goods	F			A	-
1.8	Approval of Cargo Securing Manual	F			-	-
1.9	Equipment approval on behalf of the Administration where required by an International Convention	F			-	-
1.10	Approval of format of Passenger Ship Muster Lists	F			-	-
ISM Code						
1.11	ISM Document of Compliance	F	F	F	A	-
1.12	ISM Safety Management Certificate	F	F	F	A	-
ISPS Code						
1.13	International Ship Security Certificate	F	F	F	A	-
1.14	Approval of Ship Security Plans	F			A	-
<i>Note – Authorisation of Recognised Security Organisations in respect of port facilities in The Bahamas is outside the scope of BMA responsibility</i>						
Polar Code						
1.15	Polar Ship Certificate for ships complying with the International Code for Ships Operating in Polar Waters	F	F	F	A	YES

<b>International Code of Safety for High Speed Craft</b> (Craft constructed from 01 January 1996 to 01 July 2002)						
1.16	High Speed Craft Safety Certificate	F	F	F	A	YES
<b>International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code)</b> (Craft constructed on or after 01 July 2002)						
1.17	High Speed Craft Safety Certificate	F	F	F	A	YES
<b>Code of Safety for Ships Carrying Industrial Personnel (IP Code)</b> (Ships carrying industrial personnel on or after 01 July 2024)						
1.18	Industrial Personnel Safety Certificate	F	F	F	A	YES

<b>2</b>	<b>Load Line Convention</b>					
2.1	International Load Line Certificate	F	F	F	A	YES
2.2	Bahamas National Load Line Certificate	P	P	P	A	YES

<b>3</b>	<b>Tonnage Convention</b>					
3.1	International Tonnage Certificate	F		-	-	
3.2	Bahamas National Tonnage Certificate	P		-	-	

4	MARPOL Convention					
Annex I						
4.1	International Oil Pollution Prevention Certificate	F	F	F	A	YES
4.2	Approval of Oil Discharge Monitoring & Control System Operational Manual (MARPOL I/31.4)	F			-	-
4.3	Approval of Crude Oil Washing Operations & Equipment Manual (MARPOL I/35.1)	F			-	-
4.4	Approval of Shipboard Oil Pollution Emergency Plan (SOPEP) (MARPOL I/37.1)	F			A	-
4.5	Approval of STS Operations Plan (MARPOL I/41.1)	F			-	-

Annex II						
4.6	International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk	F	F	F	A	-
4.7	Approval of Shipboard Marine Pollution Emergency Plan (SMPEP) (MARPOL II/17.1)	F			-	-
4.8	Approval of Procedures & Arrangements (P&A) Manual (MARPOL II/14.1)	F			-	-
4.9	Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk (BCH Code, for ships built before 1 July 1986)	F	F	F	A	YES
4.10	International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk (IBC Code, for ships built on or after 1 July 1986)	F	F	F	A	YES
Annex IV						
4.11	International Sewage Pollution Prevention Certificate	F	F	-	A	-
4.12	Approval of Sewage Rate of Discharge (MARPOL IV/11.1)	F			A	-
4.13	Approval of sewage treatment plants (MEPC.227(64))	F			A	-
Annex V						
4.14	Approval of Garbage Management Plan	F			-	-
Annex VI						
4.15	International Air Pollution Prevention Certificate	F	F	F	A	-
4.16	International Energy Efficiency Certificate	F			A	-
4.17	Engine International Air Pollution Prevention Certificate (NOx Technical Code)	F			A	-
4.18	Approval of Volatile Organic Compounds (VOC) Management Plan (MARPOL VI/15.5)	F			-	-
4.19	Verification of Ship Energy Efficiency Management Plan (SEEMP), including issuance of Confirmation of Compliance (MARPOL VI/26)	F			-	-

4.20	Statement of Compliance Fuel Oil Consumption Reporting and Operational Carbon Intensity Rating, including reporting to IMO Ship Fuel Oil Consumption database ( <a href="#">MARPOL VI/27</a> )	F	-	-
4.21	Approval of Exhaust Gas Cleaning System Technical Manual "Scheme A" (ETM-A) ( <a href="#">MEPC.340(77)</a> )	F	-	-
4.22	Approval of Exhaust Gas Cleaning System Technical Manual "Scheme B" (ETM-B) ( <a href="#">MEPC.340(77)</a> )	F	-	-
4.23	Approval of Exhaust Gas Cleaning System Record Book ( <a href="#">MEPC.340(77)</a> )	F	-	-
4.24	Approval of Exhaust Gas Cleaning System on Board Monitoring Manual (OMM) ( <a href="#">MEPC.340(77)</a> )	F	-	-
4.25	Approval of SOx Emissions Compliance Plan (SECP) ( <a href="#">MEPC.340(77)</a> )	F	-	-
4.26	SOx Emission Compliance Certificate (SECC) ( <a href="#">MEPC.340(77)</a> )	F	-	-

5	Ballast Water Management Convention					
5.1	International Ballast Water Management Certificate	F	F	F	A	-
5.2	Approval of Ballast Water Management Plan	F			-	-
5.3	Approval of ballast water treatment systems under IMO G9 guidelines ( <a href="#">MEPC.169(57)</a> )	F			A	-
5.4	Approval of ballast water treatment systems under the BWMS Code ( <a href="#">MEPC.300(72)</a> )	F			A	-

6	Antifouling Systems Convention					
6.1	International Anti-fouling Systems Certificate	F	X	X	A	-

7	COLREG Convention				
7.1	Plan Approval	F	A	-	

8	Safe Containers Convention				
8.1	Type approval of containers	F	A	-	

9	Hong Kong Recycling Convention and EU Ship Recycling Regulation					
9.1	Statement of Compliance on Inventory of Hazardous Materials, according to the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009	F	F	-	A	-
9.2	Ready for Recycling Statement of Compliance	F			-	-
9.3	Statement of Compliance on Inventory of Hazardous Materials, according to Regulation (EU) 1257/2013	F	F	-	-	-

10	ILO Conventions					
10.1	MLC 2006 Maritime Labour Certificate	F	F	F	A	-
10.2	Review Declaration of Maritime Labour Compliance (DMLC) Part II against DMLC Part I and certify DMLC Part II	F			-	-
10.3	Statement of Compliance with MLC Regulation 3.1	F			A	-
10.4	Statement of Compliance with ILO Convention 92 (Accommodation)	F			A	-
10.5	Statement of Compliance with ILO Convention 133 (Accommodation)	F			A	-
10.6	Statement of Compliance with ILO Convention 152 (Lifting Gear)	F			A	-

11	Other Conventions and Codes					
Code for Existing Ships Carrying Liquefied Gases in Bulk (EGC Code) (ships delivered on or before 31 December 1976)						
11.1	Certificate of Fitness for the Carriage of Liquefied Gases in Bulk	F	F	F	A	YES
Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (GC Code) (ships built after 31 October 1976 but before 1 July 1986)						
11.2	Certificate of Fitness for the Carriage of Liquefied Gases in Bulk	F	F	F	A	YES
International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) (ships built on or after 1 July 1986)						
11.3	International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk	F	F	F	A	YES
11.4	Approval of inspection/survey plan for the cargo containment system	F			-	
International Code of Safety for Ships using Gases or other Low Flashpoint Fuels (IGF Code)						
11.5	Services for ships to which the IGF Code applies	F		A		-
International Maritime Solid Bulk Cargoes (IMSBC) Code						
11.6	Document of Compliance	F		A		-
Code of Safe Practice for Cargo Stowage and Securing (CSS Code)						
11.7	Document of Compliance	F		A		-
Code of Safe Practice for Carrying Timber Deck Cargoes (TDC Code)						
11.8	Document of Compliance	F		A		YES
Code of Safety for Special Purpose Ships (1983 SPS Code)						
11.9	Special Purpose Ship Safety Certificate	A	A	A	A	YES
Code of Safety for Special Purpose Ships, 2008 (2008 SPS Code)						
11.10	Special Purpose Ship Safety Certificate (2008)	F	F	F	A	YES



<b>Code for the Construction and Equipment of Mobile Offshore Drilling Units</b> <b>(1979 MODU Code) (Units constructed on or after 15 November 1979)</b>						
11.11	Mobile Offshore [Drilling] Unit Safety Certificate (1979)	F	F	F	A	YES
<b>Code for the Construction and Equipment of Mobile Offshore Drilling Units</b> <b>(1989 MODU Code) (Units constructed on or after 01 May 1991)</b>						
11.12	Mobile Offshore [Drilling] Unit Safety Certificate (1989)	F	F	F	A	YES
<b>Code for the Construction and Equipment of Mobile Offshore Drilling Units</b> <b>(2009 MODU Code) (Units constructed on or after 01 January 2012)</b>						
11.13	Mobile Offshore [Drilling] Unit Safety Certificate (2009)	F	F	F	A	YES
<b>Code of Safety for Diving Systems</b>						
11.14	Diving System Safety Certificate	F	F	F	A	-
<b>International Code of Safety for Diving Operations</b>						
11.14bis	Diving Unit Safety Certificate	F	F	F	A	-
<b>Code of Safety for Dynamically Supported Craft</b>						
11.15	Dynamically Supported Craft Construction and Equipment Certificate	F	F	F	A	YES
<b>Guidelines for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels</b>						
11.16	Certificate of Fitness	F	F	F	A	YES
<b>Code for the Transport and Handling of Hazardous and Noxious Liquid Substances in Bulk on Offshore Support Vessels (OSV Chemical Code)</b>						
11.17	Certificate of Fitness	F	F	F	A	YES
<b>MSC.235(82) Guidelines for the Design and Construction of Offshore Supply Vessels, 2006</b>						
11.18	Offshore Supply Vessel Document of Compliance	F			A	YES
<b>Code of Safety for Caribbean Cargo Ships (CCSS Code)</b>						
11.19	Caribbean Cargo Ship Safety Certificate	P	P	P	A	YES
<b>Code of Safety for Small Commercial Vessels Operating in the Caribbean (SCV Code)</b>						
11.20	Small Commercial Vessel Safety Certificate	P	P	P	A	YES

Bahamas Yacht Codes						
11.21	Bahamas Large Charter Yacht Certificate of Compliance	P	P	P	A	YES
11.22	Bahamas Small Charter Yacht Certificate of Compliance	P	P	P	A	YES
11.23	Bahamas Passenger Yacht Certificate of Compliance	P	P	P	A	YES
11.24	Bahamas Private Yacht Statement of Compliance with Large or Small Charter Yacht Code, as applicable	P	P	P	A	YES
IACS Recommendation No.99 Rev.1						
<i>Recommendations for the Safety of Cargo Vessels of less than Convention Size</i>						
11.25	Statement of Compliance with IACS Rec.99 Rev.1	F	F	F	A	YES
Merchant Shipping (Submersible Craft Construction and Survey) Regulations, 1981						
11.26	Passenger Submersible Craft Safety Certificate	F	F	F	A	-

### **3.4. Specific Instructions to Recognised Organisations**

#### **3.4.1. *Use of Exclusive Surveyors, Auditors, and Inspectors***

The Recognised Organisation shall only use exclusive surveyors, auditors, and inspectors to undertake statutory survey and certification services. Exclusive surveyors, auditors and inspectors are persons solely employed by the Organisation, duly qualified, trained and authorised to execute all duties and activities incumbent upon their employer, within their level of work responsibility and in accordance with IACS procedural requirements.

In exceptional and duly justified cases where the Recognised Organisation finds that its own exclusive surveyor is not available, the Recognised Organisation shall inform the Administration, who may then nominate an exclusive surveyor of one of the other Bahamas Recognised Organisations, subject to mutual agreement.

While remaining responsible for the certification on behalf of the flag State, the Recognised Organisation may subcontract radio surveys to non-exclusive surveyors in accordance with the relevant provisions of section 5.9 of part 2 IMO Resolution [MSC.349\(92\) Code for Recognised Organisations](#) (the RO Code).

#### **3.4.2. *Dual Class***

The BMA has no objection to dual Class arrangements, provided that the Classification Society acting as a Recognised Organisation conducting surveys and issuing the relevant statutory certificates on behalf of The Bahamas is a Bahamas Recognised Organisation.

Where both Classification Societies are Bahamas Recognised Organisations, all statutory certificates (except relating to ISM, ISPS and MLC) are to be issued by one of the Classification Societies only.

#### **3.4.3. *Authority to require repairs***

As per the provisions of SOLAS Chapter I, Regulation 6(b); MARPOL Annex I, Regulation 6.3.2; MARPOL Annex II, Regulation 8.2.3; MARPOL Annex IV, Regulation 4.4; MARPOL Annex VI, Regulation 5; and MLC Regulation 5.1.4.7(c), Recognised Organisation surveyors are authorised to require repairs to a ship and/or rectification of deficiencies identified during surveys. In addition, surveyors are authorised to

carry out surveys under the MARPOL and SOLAS Conventions, if requested to do so by the appropriate authorities of a port State (see also 3.4.7 below).

#### **3.4.4. Use of Service Suppliers**

Recognised Organisations may utilise approved service suppliers to assist in making decisions affecting statutory surveys and certification. Specific guidance on service supplier approval is given in section 3.5.

#### **3.4.5. Survey of Ships Joining the Register**

[IACS Procedural Requirement 28](#) (procedure for change of flag) is to be followed, except where otherwise advised by the BMA.

#### **3.4.6. Reporting to the Administration**

The notification requirements are as follows:

##### **3.4.6.1. Ship not fit to proceed to sea**

As per the provisions of SOLAS Chapter I, Regulation 6(c), MARPOL Annex I, Regulation 6.3.3; MARPOL Annex II, Regulation 8.2.5; MARPOL Annex IV, Regulation 4.5; MARPOL Annex VI, Regulation 5.3.3; and MLC Regulation 5.1.4.7(c), in cases where the condition of a ship or its equipment does not correspond substantially with the particulars of the relevant statutory certificate, or is such that the ship is not fit to proceed to sea without danger to the ship or persons on board, or presents an unreasonable threat of harm to the marine environment, or a threat to the security of destination ports or coastal states, or a significant danger to seafarers' safety, health or security, the Recognised Organisation or attending surveyor shall immediately ensure that corrective action is taken and shall in due course notify the BMA.

If such corrective action is not taken the relevant certificate should be withdrawn and the BMA notified immediately and, if the ship is in the port of another Party, the appropriate authorities of the port State shall also be notified immediately.

For the purposes of these requirements, such cases include:

- Where serious deficiencies are identified during any survey or visit to a ship. The guidance on detainable deficiencies given in Section 3 of Appendix 2 of the IMO [Procedures for Port State](#)

Control 2023 (Assembly Resolution A.1185(33)) and IACS Recommendation 98 should be used as an illustrative list of deficiencies which are considered as serious;

- Failure to complete any class or statutory survey, audit, or inspection within due date;
- Where any proposed condition of class, statutory memorandum, or equivalent remark, issued in conjunction with serious deficiencies, prevents the completion of survey.

#### **3.4.6.2.** *Suspension and withdrawal of Class*

The BMA is to be notified of any suspension and/or withdrawal of class. In any case where Class is withdrawn from a ship in service and where a surveyor attends the ship, Recognised Organisations are authorised to remove from the ship all statutory certificates that has been issued by, or on behalf of, The Bahamas, concurrent with the removal of Class certificates.

#### **3.4.6.3.** *Changes affecting details of Registry or Classification*

The BMA is to be notified of any changes which affect the Certificate of Registry or Class Certificate, including:

- Building details, e.g. ship being rebuilt, re-measured or undergoing major conversion;
- Ship or vessel type;
- Propulsion and engine details (e.g. total power, means of propulsion, type of engines);
- Ship dimensions (length, breadth, depth);
- No. of persons being accommodated;
- Tonnage (Gross, Net);
- Equipment fitted or removed to effect a major modification.

Changes in Class notation are also to be reported to the BMA.

#### **3.4.6.4.** *Forms / Records / Reports / Certificates*

Copies of short or full-term international Convention certificates and associated reports issued on behalf of The Bahamas are not required to be forwarded to BMA offices unless specifically requested, with the exception of the following documents:

- Any statutory certificate issued which has an associated exemption, extension or equivalent arrangement, together with details of the affected item(s);

- ISPS Code certification (interim and full-term International Ship Security Certificate);
- ISM Code certification (interim and full-term Safety Management Certificate);
- MLC 2006 certification (interim and full-term Maritime Labour Certificate)

Copies of the above should be forwarded by e-mail (**not in hard copy**), except where the BMA has online access to these documents on the Recognised Organisation's systems.

Hard copies of the following documents only are to be sent to the BMA:

- Certificate of Survey for new buildings

#### **3.4.7. *Ships not compliant with statutory requirements***

In cases where the condition of a ship or its equipment does not correspond substantially with the particulars of the relevant statutory certificate, the surveyor or Recognised Organisation should follow 3.4.6.1 above.

For minor items, the Recognised Organisation shall follow the requirements specified in the current version of [IACS Recommendation 98](#).

In instances where, temporarily, the requirements of an applicable instrument cannot be met under particular circumstances, the surveyor shall specify such measures or supplementary equipment as may be available to permit the vessel to proceed to a suitable port where permanent repairs or rectifications can be carried out or replacement equipment fitted. For urgent cases out of BMA office hours, the attending surveyor should contact the BMA Emergency Response Officer for authorisation to issue a conditional certificate.

Any exemption or equivalent arrangement that has been agreed for a specific ship will apply only to that ship for the period of time agreed. Exemptions and equivalents agreed under the process above do not apply to other ships, unless specifically authorised by the BMA, and are not to be repeated or extended for the same ship without prior BMA agreement.



Certification issued in conjunction with an exemption, extension or equivalent arrangement will be as agreed with the BMA, taking account of the relevant Convention or Code requirements and in accordance with the procedural systems operated by individual Recognised Organisations.

In all cases, applications shall be submitted in accordance with the guidelines outlined in [BMA Marine Notice 08<sup>3</sup>](#).

**3.4.8. *Annual & intermediate surveys, audits or inspections not completed before the end of the survey/audit/inspection window.***

If the Annual, Intermediate, Periodic survey/audit /inspection, or Bottom surveys required by a Statutory Convention or Code are not carried out before the due date, end of the survey/audit/inspection range date, or commenced within the range date, but not completed before the end of the range date, the affected certificates cease to be valid.

In cases of *force majeure*, the BMA may, at its discretion, authorise the administrative issuance of short-term certification until the first available opportunity. When applying for short-term certification, the Recognised Organisation shall provide full details of the situation, including relevant documentary evidence of attempts to have the surveys/audit/inspection completed within the range dates and other supporting information.

In all cases the existing certificates shall not be endorsed when the surveys are undertaken. The existing certificates are to be withdrawn and the appropriate surveys/audits/inspection undertaken to the extent required by the BMA; generally, this will be to the extent of the survey that was not carried out (Annual, Intermediate, Periodic or Bottom survey). New certificates are to be issued on successful completion of the surveys/audit/inspection, with the same expiry date as the original certificates. The completion date of the survey/audit/inspection on which the certificate is based is to be date of completion of the survey

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<sup>3</sup> Formerly BMA Information Bulletin No.8



to revalidate the certification. The endorsement sections of the new certificate for the current and previous annual, intermediate, periodic survey/audit/inspection or bottom survey are to be struck through and annotated "N/A".

#### **3.4.9. Interpretation of Statutory Requirements**

The BMA does not give tacit acceptance to proposed arrangements or guidelines by its Recognised Organisations. Explicit acceptance must be sought by the Recognised Organisation.

Recognised Organisations, as part of their authorisation, are required to support and implement, where practicable, non-mandatory international requirements when performing approval, survey, audit, and certification.

In applying standards, Bahamas Recognised Organisations must take account of any relevant interpretation, clarification or other advice issued by the Bahamas Maritime Authority (BMA) in any BMA Information Bulletins or Marine Notices, or in the Bahamas National Requirements.

In the absence of BMA issued direction, IMO guidance as contained in IMO Resolutions and Circulars should be considered.

In the absence of either flag State or IMO guidance, relevant technical standards of the Recognised Organisation, including IACS Unified Requirements, Unified Interpretations, Procedural Requirements, etc. should be considered. The Bahamas expects that ship owners, managers and shipbuilders will also take the above into account.

#### **3.4.10. Approval and Endorsement of Statutory Documents**

For all statutory documents which are required to be carried on board ships that must be "approved by the Administration", a Recognised Organisation may adopt either of the following two methods for endorsement:

- i. Stamp and date the front page of the document as approved by the Recognised Organisation on behalf of The Commonwealth of The Bahamas; or

- ii. Stamp and date the front page of the document, as approved by the Recognised Organisation and issue an associated Declaration; the Declaration must clearly identify the document that it refers to and be retained with the approved document.

In both cases, the following information must be available:

- Title of plan/document;
- Plan/booklet number and version number/date;
- Regulation(s) that it was examined against and complies with;
- Conditions of approval;
- Warnings to the Master and operational limitations;
- Date of approval;
- Place of approval approving authority, i.e. the Recognised Organisation.

#### **3.4.11. Certification for Conventions not in Force or not Ratified by The Bahamas**

Where a ship is surveyed and found to be in compliance with a Convention that is either not in force **or** has not been ratified by The Bahamas, a Statement of Compliance may be issued on behalf of The Bahamas. This certification is subject to the same annual / intermediate endorsement as a Convention certificate.

When the subject Convention is both in force **and** ratified by The Bahamas, the Statement of Compliance may be replaced directly with a Convention Certificate, without survey, with the expiry date being no later than that on the existing Statement of Compliance.

#### **3.4.12. Maintenance of conditions after survey**

Whenever a marine casualty, marine incident or defect is discovered which affects:

- The safety and integrity of the ship; or,
- The efficiency or completeness of its equipment covered by statutory conventions

the master or company shall report the details of the casualty, incident or defect to the BMA and Recognised Organisation responsible for issuing the relevant certificates without delay.

If the ship is in or proceeding to the port of another Contracting Government, the master or company shall also report details of the casualty, incident or defect to the appropriate authorities of the port state.

Please refer to Marine Notice 04<sup>4</sup> for marine casualty and marine incident definitions and reporting requirements and Marine Notice 08<sup>5</sup> for defect reporting requirements.

### **3.4.13. *Electronic certificates***

Bahamas Recognised Organisations may apply to the BMA for authorisation to issue statutory certificates electronically, in line with the provisions of [FAL.5/Circ.39/Rev.2](#). Please refer to [Marine Notice 53](#)<sup>6</sup>.

## **3.5. Approval of service suppliers**

### **3.5.1. *General***

The following requirements are not applicable to service providers undertaking work on lifeboats, rescue boats, on-load release gear and launching appliances including davit launched liferafts. The approval and certification requirements of [Marine Notice 83](#)<sup>7</sup> are to be followed for such service providers.

For service suppliers conducting other types of work relating to statutory certification the following approvals appropriate to the work being conducted on board would be considered acceptable by the BMA:

- i. An approval issued by the Bahamas Recognised Organisation issuing statutory certification to the ship on which the work is being conducted;
- ii. Any approval issued by a Bahamas Recognised Organisation in accordance with [IACS UR Z17](#);

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<sup>4</sup> Formerly BMA Information Bulletin No.4

<sup>5</sup> Formerly BMA Information Bulletin No.8

<sup>6</sup> Formerly BMA Information Bulletin No.175

<sup>7</sup> Formerly BMA Information Bulletin No.184

- iii. The service supplier approval by another SOLAS Contracting government (normally, the government of the country where the servicing station is located), provided that the Recognised Organisation:
- reviews the approval certification to confirm that it addresses all of the international requirements; and
  - confirms that the service station has a valid authorisation from the manufacturer, if necessary; and
  - recognises that the BMA reserves the right to determine at any stage whether the applicable servicing supplier requires to undergo the full approval process by a Bahamas Recognised Organisation.

In all cases the Recognised Organisation responsible for issuing statutory certification on behalf of The Bahamas to the ship upon which the service supplier's work is being undertaken are to be satisfied as to the extent, completeness and effectiveness of the work conducted by the service supplier.

### **3.5.2. Service stations for inflatable LSA**

The agreed position by IACS members as contained in UR Z17 is endorsed by the BMA, with additional provisions below:

Recognised Organisations may:

- approve the servicing station in accordance with IACS UR Z17 which include requirements for the servicing station's quality assurance system in addition to the requirements in [IMO Assembly Resolution A.761\(18\)](#) as amended, and list the approved companies in a public list; or
- accept the servicing station approved and listed by the flag Administration itself or another Recognised Organisation acting on behalf of the flag Administration; or
- accept the servicing stations approved and listed by another SOLAS Contracting government (normally, the government of the country where the servicing station is located), provided that the Recognised Organisation:
  - reviews the approval certification to confirm that it addresses all of the international requirements; and
  - confirms that the service station has a valid authorisation from the manufacturer; and

- recognises that the BMA reserves the right to determine at any stage whether the applicable servicing station requires to undergo the full approval process by a Bahamas Recognised Organisation.

### **3.6. Approval of service suppliers**

#### **3.6.1. General**

In general, the BMA will only approve equipment manufactured in The Bahamas. In such cases approval will normally be carried out in conjunction with a Bahamas Recognised Organisation.

Please refer to [Marine Notice 90](#)<sup>8</sup>.

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<sup>8</sup> Formerly BMA Information Bulletin No.71

## 4. INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA 1974 (SOLAS)

### 4.1. Chapter I: General Provisions

#### 4.1.1. *Certification of Passenger Ships*

Passenger ships are to be certificated, maintained, and operated in accordance with Class rules and statutory requirements at all times. Where a passenger ship is unable to satisfy the requirements necessary for completion of the Passenger Ship Safety Certificate survey, the necessary exemptions or extensions shall be applied for in accordance with the procedures outlined in [BMA Marine Notice 08](#).

In the case of an initial delivery voyage where any passenger ship requirements remain outstanding, the BMA may consider the issuance of cargo ship safety and load line certificates to the vessel. The BMA may also consider the issuance of cargo ship safety and load line certificates to a passenger vessel that is not in service or for transit voyages to repair yards etc. Any such application shall be submitted by the Company to the Recognised Organisation, which shall, prior to submission to the BMA, verify the following:

- The Company has a valid ISM Document of Compliance for the operation of cargo ships, and
- The vessel has a valid Safety Management Certificate as a cargo ship and an operational safety management system addressing the affected voyage, and
- The vessel has a valid International Ship Security Certificate, and
- The complement of persons on board, excluding the marine crew (e.g. deck/engine officers and ratings) and persons normally employed on board (i.e. hotel/entertainment staff, etc., who have received STCW basic familiarisation training).

#### 4.1.2. *Dry Docking of Passenger Ships*

The BMA's basic requirement for passenger ships is for bottom inspection in dry dock twice in any five-year period, as determined by the Load Line certificate, with no more than 36 months between dry docks. It is, however, possible for passenger ships of up to 20 years of age to undertake bottom inspection in dry dock once in any five-year period.

Please refer to [BMA Marine Notice 75<sup>9</sup>](#).

#### **4.1.3. *Extended Dry-Docking Schemes for Cargo Ships***

The BMA acknowledges that some of its Recognised Organisations offer extended dry-docking schemes for certain types of cargo ship.

Please refer to [BMA Marine Notice 76](#).

### **4.2. Chapter II-1: Construction: Structure, Subdivision and Stability, Machinery and Electrical Installations**

#### **4.2.1. *Watertight (W/T) Door Closure on Passenger Vessels***

SOLAS Chapter II-1 requirements for watertight doors shall be strictly complied with on passenger vessels, however applications to leave specific watertight doors open during navigation will be considered by the BMA. The Company shall submit the application with full supporting information to the Recognised Organisation. The Recognised Organisation will forward the application to BMA after appropriate review and recommendation.

Please refer to Marine Notice 96<sup>10</sup>.

#### **4.2.2. *Opening of Cargo and Passenger Ship Side Shell Doors when at Anchor***

With regard to SOLAS Chapter II-1 requirements for side shell doors, Recognised Organisations may review applications for certain doors to be opened for operational purposes or for the embarkation/disembarkation of passengers, when the ship is at a safe anchorage. Applications to issue a Letter of Authorisation on behalf of The Bahamas in order to satisfy particular port authority requirements should be made by the Recognised Organisation on behalf of owners.

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<sup>9</sup> Formerly BMA Information Bulletin No.73

<sup>10</sup> Formerly BMA Information Bulletin No.96



**4.2.3. Watertight Sliding Door Local Operating Handles**

Watertight door operating handles shall comply fully to the requirements set out in SOLAS to ensure uniformity of application. It is possible that confusion to the seafarer may be caused by the utilisation of different forms of opening mechanism on different ships. To reduce the risk of personal injury or inappropriate operation in case of emergency, the BMA considers that, in general, safe operation of watertight doors can only be achieved by using conventional handles as described in SOLAS Chapter II-1/13.

Notwithstanding the above, the BMA may consider alternative or equivalent arrangements, provided that they are not less safe than using traditional operating handles. Recognised Organisations shall apply to the BMA for acceptance of any alternative or equivalent arrangements.

**4.2.4. Display of Manoeuvring Information (IMO Assembly Resolution A.601(15))**

The footnote to SOLAS Regulation II-1/28 makes reference to [IMO Assembly Resolution A.601\(15\)](#) *Provision and display of manoeuvring information on board ships*.

The BMA recommends that manoeuvring information is provided as follows:

- i. Pilot Card (Appendix 1 of A.601(15)) – all ships to which SOLAS applies;
- ii. Wheelhouse Poster (Appendix 2 of A.601(15)) – all ships of 100 metres or over in length and all chemical tankers and gas carriers, irrespective of size;
- iii. Manoeuvring Booklet (Appendix 3 of A.601(15)) - all ships of 100 metres or over in length and all chemical tankers and gas carriers, irrespective of size.

**4.2.5. Requirements for valves fitted to pipes piercing a collision bulkhead**

SOLAS II-1/12.5.1 requires that any pipe piercing a collision bulkhead is fitted with a screw-down valve capable of being operated from above the bulkhead deck. The BMA considers that the use of butterfly valves provides a means as effective as a screw-down valve. The fitting of butterfly valves in lieu of screw-down valves on pipes piercing a collision bulkhead is therefore accepted on Bahamian registered ships.

**4.2.6. Ship structure access manual**

Ship Structure Access Manuals approved by any Recognised Organisation on behalf of other Administrations, or approved directly by other Administrations, are not acceptable. Accordingly, the Ship Structure Access Manual is to be approved on behalf of The Bahamas by a Bahamas Recognised Organisation when the vessel joins the Registry.

**4.2.7. Initial testing of watertight bulkheads**

To satisfy the requirements of SOLAS II-1 Regulation 11 the BMA accepts the use of [IACS UR S14](#) for the initial testing of watertight bulkheads. Where the ship builder or owner wishes to have the extent of tank testing reduced below the requirements of UR S14 or waived completely, the ship builder shall make an application to the BMA, via the Recognised Organisation, for consideration. Such requests shall include a technical justification for the reduction in extent or waiving of UR S14 requirements.

There is no scope in UR S14 for hydrostatic testing to be waived completely on subsequent sister ships of a series. Where the ship builder or owner wishes to reduce the extent of hydrostatic testing below the requirements of UR S14 an application to the BMA for consideration is to be made as per the paragraph above.

The foregoing is applicable to all ships, except where more stringent requirements for the testing of cargo tanks of liquefied gas carriers and chemical tankers exist.

**4.2.8. Noise levels on board ships**

As per the provisions of SOLAS II-1/3-12, ships of 1,600 gross tonnage and above:

- i. for which the build contract is placed on or after 01 July 2014; or
- ii. in the absence of a building contract, the keels of which are laid, or which are at a similar stage of construction on or after 1 January 2015; or
- iii. the delivery of which is on or after 1 July 2018,

shall comply with the provisions of [MSC.337\(91\) Code on noise levels on board ships](#), to the fullest extent practicable.

Ships delivered before 01 July 2018 and:

- i. contracted for construction before 1 July 2014 and the keels of which are laid, or which are at a similar stage of construction on or after 1 January 2009 but before 1 January 2015; or
  - ii. in the absence of a building contract, the keels of which are laid, or which are at a similar stage of construction on or after 1 January 2009 but before 1 January 2015,
- should comply with the provisions of [A.468\(XII\) Code on noise levels on board ships](#) or MSC.337(91), to the fullest extent practicable.

For ships other than those listed above (i.e. the keels of which are laid or which are at a similar stage of construction before 1 January 2009), it is strongly recommended that a noise survey should be undertaken on each ship, in accordance with the provisions of A.468(XII) or MSC.337(91), and a noise survey report held on board.

Shipowners shall also ensure that an assessment of risks, including exposure to noise, is carried out, in line with their obligations under the Maritime Labour Convention 2006.

#### **4.2.9. Performance Standard for Protective Coatings for Dedicated Sea Water Ballast Tanks**

[MSC.215\(82\) Performance Standard for Protective Coatings for Dedicated Seawater Ballast Tanks in all Ship Types and Double-Side Skin Spaces of Bulk Carriers](#) does not apply to the tanks listed in [IACS UI SC 227](#).

#### **4.2.10. Use of plastic pipes on ships (see also 12.5.2)**

The use of plastic pipes in seawater systems in Bahamian ships is prohibited in situations where SOLAS explicitly requires the use of steel pipes in sea water systems.

Plastic or GRP pipes are to be designed, approved, manufactured, installed and tested in accordance with the Classification Society Rules and [IMO Resolution A.753\(18\) Guidelines for the application of plastic pipes on ships](#), as amended by [MSC.313\(88\)](#).

The BMA does not accept the use of plastic or GRP pipes in the seawater suction piping or discharge piping of emergency fire pumps where these pass through a machinery space. Such piping installations must be constructed from steel and comply with SOLAS II-2/10.2.1.4.1.

**4.2.11. Damage Control Information on Ships constructed before 01 January 2009**

All cargo ships constructed between 01 February 1992 and 31 December 2008, which are not tankers, shall be provided with damage control information.

**4.3. Chapter II-2: Construction: Fire Protection, Fire Detection and Fire Extinction****4.3.1. CO<sub>2</sub>, Halon and Alternative Gas Fixed Fire Fighting Systems**

The BMA has issued guidance on the servicing of CO<sub>2</sub> cylinders for fixed fire extinguishing installations, low pressure bulk CO<sub>2</sub> systems, Halon fire extinguishing systems, alternative fixed gas fighting media and portable fire extinguishers.

Please refer to [Marine Notice 79](#)<sup>11</sup>.

**4.3.2. Control Valves of Fixed CO<sub>2</sub> and Other Fixed Gas Fire Fighting Systems**

Control valves of fixed CO<sub>2</sub> and other fixed gas fire-extinguishing systems are to be internally inspected at least once in every 5-year period.

**4.3.3. Emergency Escape Breathing Devices (EEBDs)**

Please refer to [Marine Notice 81](#)<sup>12</sup>.

**4.3.4. Fire Fighter's Outfits****4.3.4.1. Compressed air breathing apparatus**

Fire fighter's outfits shall be fitted with "*an audible alarm and a visual or other device which will alert the user before the volume of the air in the cylinder had been reduced to no less than 200 litres*", in accordance with Chapter 3, Para. 2.1.2.2 of the International Code for Fire Safety Systems (FSS Code). A low-pressure

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<sup>11</sup> Formerly BMA Information Bulletin No.97

<sup>12</sup> Formerly BMA Information Bulletin No.29

audible alarm together with a pressure indicator should be considered as complying with this requirement.

**4.3.4.2. Two-way radiotelephone apparatus**

Fire fighter's outfits shall carry a minimum of 2 two-way radiotelephone apparatus for each fire party for fire fighter's communication, in accordance with SOLAS Regulation II-2/10.10.4. The radiotelephone apparatus and any accessories provided, such as remote speakers, microphones, headsets, etc., shall be explosion proof or intrinsically safe.

In the absence of any performance standards or other guidance from IMO on the radiotelephone apparatus for fire fighters' communication, the BMA requires the Company to select appropriate equipment to meet the requirements of SOLAS II-2/10.10.4, in line with their responsibilities under the ISM Code.

**4.3.5. Means of recharging breathing apparatus cylinders**

SOLAS Regulation II-2/15.2.2.6 requires that "*An on board means of recharging breathing apparatus cylinders used during drills shall be provided or a suitable number of spare cylinders shall be carried on board to replace those used*".

The BMA strongly recommends that all ships carry an on board means of recharging breathing apparatus cylinders. Where an on board means of charging is not provided, the Company shall establish how many spare cylinders are required for training purposes, in addition to those required by SOLAS, taking into account the number of drills carried out, availability of recharging facilities, ship's schedule, etc. A minimum of one cylinder should be provided for each fire suit, according to the Muster List, but not less than two cylinders in total.

**4.3.6. Breathing air quality**

Where air compressors are carried on board as a means of recharging breathing apparatus cylinders, the air quality is to be checked periodically as per paragraph 7.8 of MSC.1/Circ.1432, taking into account any additional manufacturer's instructions.

Air quality should comply with BS EN 12021:2014 *Respiratory equipment – Compressed gases for breathing apparatus*, or an equivalent national standard acceptable to the BMA.

#### **4.3.7. Fire Hoses**

Fire hoses shall be manufactured of non-perishable material and, unless otherwise agreed by BMA, have a minimum diameter of 64mm if unlined or 45mm if lined.

#### **4.3.8. Manually operated call points**

For the positioning of manually operated call points (MOCP) required by SOLAS Regulation II-2/7.7, the BMA applies [IACS Unified Interpretation SC241](#) with the following clarifications:

- The emergency generator space is regarded as a control station and the interpretation in UI SC241 is applied accordingly;
- If the bosun's store is not regarded as having little or no fire risk by the Recognised Organisation, an MOCP shall be installed at the exit to the Bosun's store, unless an MOCP is provided within 20 metres of the exit to the Bosun's store as per UI SC241.

Instances where ship's arrangements are not in accordance with the above position should be brought to the BMA's attention by the Recognised Organisation so that deviations may be dealt with on a case by case basis.

#### **4.3.9. Location of oil fuel and lubricating oil valves in machinery spaces.**

Oil fuel and lubricating oil valves in machinery spaces shall not be located in void spaces or cofferdams unless the valve can be remotely operated from outside of the void space or cofferdam.

Quick closing valves mounted on tanks in machinery spaces to meet the requirements of SOLAS II-2/4.2.2.3.4 and 4.2.3.2 shall be situated in an easily accessible location inside the machinery space. Void spaces or cofferdams which are normally closed by manhole covers are not considered to be "easily accessible locations".



## 4.3.10. **Emergency fire pump seawater inlet located in a machinery space**

On all new ships where the sea-chest for the emergency fire pump seawater inlet is fitted in the machinery space, the suction valve mounted on the sea chest must be remotely controlled from a position in the same compartment as the emergency fire pump.

The absence or omission of the remote-control function on any existing ship must be reported to the BMA by the Recognised Organisation.


## 4.3.11. **Fire control plan symbols**

Resolution A.1116 (30) *Escape route signs and equipment location markings* should be used in conjunction with Resolution A.952 (23) *Graphical symbols for shipboard fire control plans* for new or updated fire control plans.

## 4.3.12. **Symbols identifying the location of fire control plans outside of the deckhouse.**

SOLAS Regulation II-2/15.2.4 requires fire control plans to be permanently stowed in a prominently marked weather tight enclosure outside of the deck house. Please refer to MSC/Circ.451 *Guidance concerning the location of fire control plans for the assistance of shoreside fire-fighting personnel*.

Resolution A.952(23) provides guidance on the symbols to be used in Fire Control Plans. Symbol reference 2.1 shows the graphic symbol to be used within the fire control plan to identify the location of fire plans on board:

No.	Graphical symbol
2.1	<div style="text-align: center;"> <b>Fire</b>    <b>Plan</b> </div>

The fire plan symbols in MSC/Circ.451 and A.952(23) differ. The BMA has no objection to the use of the fire plan symbol contained in A.952(23) in lieu of the symbol shown in MSC/Circ.451 at the locations where fire plans are posted outside of the deck house, in order to maintain consistency between the



symbols used in the fire control plan and at the location of the fire plans posted outside of the deckhouse. The use of the fire plan location symbols in MSC/Circ.451 or A.952(23) is at the discretion of the ship owner or ship builder.

**4.3.13. The number of portable fire extinguishers to be provided on board**

**4.3.13.1. Ships built prior to 01 January 2009:**

The number of portable fire extinguishers provided is to satisfy the requirements of the relevant Classification Society. In any case no less than five (5) portable fire extinguishers are to be provided in accommodation spaces, service spaces and control stations on ships of 1,000 gross tonnage and above. Companies are encouraged to apply the provisions of MSC.1/Circ.1275 where practicable.

**4.3.13.2. Ships built on or after 01 January 2009:**

The number of portable fire extinguishers to be provided should be determined in accordance with the Annex to MSC.1/Circ.1275. In any case no less than five (5) portable fire extinguishers are to be provided in accommodation spaces, service spaces and control stations on ships of 1,000 gross tonnage and above.

**4.3.14. Special requirements for ships carrying dangerous goods**

**4.3.14.1. Deficiencies relating to the provisions of SOLAS II-2/19 & II-2/54**

Where a ship is found not to be in compliance with the provisions of SOLAS II-2/19 or II-2/54, as applicable, the Document of Compliance for carriage of dangerous goods is to be withdrawn. Issuance of a short-term Document of Compliance is not appropriate.

A new Document of Compliance may be issued with the class of cargoes for which the ship does not comply, and the affected cargo deck(s) or space(s) removed from the Document of Compliance, as appropriate.

**4.3.15. Automatic sprinkler systems**

Please refer to Marine Notice 80<sup>13</sup>

**4.3.16. Safe return to port (SRtP)**

The SRtP provisions of SOLAS II-2 apply to passenger ships, including passenger ferries and passenger ro-ro ships, constructed on or after 01 July 2010 having a length (as defined in the Load Line Convention) of 120 metres or more, or having three or more main vertical fire zones (MVZ). Special purpose ships (SPS) certified under the 2008 SPS Code that carry 240 or more persons are also subject to SRtP, as per [MSC.1/Circ.1422 Unified Interpretations of the Code of Safety for Special Purpose Ships, 2008 \(2008 SPS Code\)](#).

All main vertical zones in the ship should be counted for the purposes of SRtP, irrespective of whether they contain accommodation spaces or not. Nevertheless, horizontal fire zones (special category/Ro-Ro spaces) should not be included in the count of main vertical zones. A main vertical zone may extend to 48 metres, as per SOLAS II-2/9.2.2.1.2). This implies that any ship having an overall length (LOA) of more than 96 metres should normally comply with the SRtP regulations.

Please refer to [Marine Notice 03](#)<sup>14</sup>

**4.4. Chapter III: Life-saving Appliances and Arrangements****4.4.1. Servicing of inflatable LSA**

Please refer to [Marine Notice 06](#)<sup>15</sup>.

**4.4.2. LSA fall wires**

Please refer to [Marine Notice 82](#).

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<sup>13</sup> Formerly BMA Information Bulletin No.150

<sup>14</sup> Formerly BMA Information Bulletin No.179

<sup>15</sup> Formerly BMA Information Bulletin No.98

**4.4.3. Safety of lifeboats during abandon ship drills**

The Master has discretion to modify or postpone drills that are required under SOLAS Chapter III. The justification for such an action is to be entered into the Official Logbook and the required drill is to be carried out at the earliest practical opportunity thereafter.

Please refer to [Marine Notice 82](#)<sup>16</sup>.

**4.4.4. Safety of lifeboat on-load release gear**

Please refer to [Marine Notice 83](#)<sup>17</sup>.

**4.4.5. Simulated launch of free-fall lifeboats**

The simulated launch of free-fall lifeboats is acceptable if the guidelines for simulated launching of free fall lifeboats contained in the appendix to IMO Circular MSC.1/Circ.1578 are followed, however, manufacturer's instructions take precedence over the generic procedure contained in that circular.

**4.4.6. Fall Preventer Devices (FPDs)**

Please refer to [Marine Notice 82](#).

**4.4.7. Replacement of on-load release gear****4.4.7.1. General**

All on-load release mechanisms required to comply with LSA Code 4.4.7.6, whether installed on a lifeboat or rescue boat, were required to be re-evaluated and dealt with in accordance with the guidelines laid out in the Annex to MSC.1/Circ.1392 before 01 July 2019.

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<sup>16</sup> Formerly BMA Information Bulletin No.72

<sup>17</sup> Formerly BMA Information Bulletin No.184

Any remaining lifeboat or rescue boat on-load release mechanisms not complying with paragraphs 4.4.7.6.4 to 4.4.7.6.6 of the Code (e.g. on laid up ships) shall be replaced with equipment that complies with the Code. The Recognised Organisation shall advise the BMA of any such cases.

**4.4.7.2.** *Use of corrosion resistant materials in the marine environment*

The BMA interprets paragraph 21 of the Annex to MSC.1/Circ.1392 to mean that the hook fixed structural connections of the release mechanism and supporting structure which are not made of materials corrosion resistant in the marine environment and which are installed on the outside of the lifeboat should be replaced. In cases where it is proposed not to replace such fixed structural connections or supporting structure fitted on the outside of the lifeboat, a suitable application seeking the BMA's concurrence shall be submitted via the Recognised Organisation with full supporting information.

**4.4.7.3.** *Use of replacement Release and Retrieval Systems (RRS) not manufactured by the original lifeboat manufacturer.*

Paragraph 19 of the Annex to MSC.1/Circ.1392 places an emphasis on obtaining the agreement of the lifeboat manufacturer to any new RRS which is to be installed.

The BMA recognises that not all lifeboat manufacturers may be able to offer RRS compliant with the revised LSA code, or compliant with MSC.1/Circ.1392 after modification. It is further recognised that the ship owner may wish to opt for an RRS which is not manufactured by the original lifeboat manufacturer but considered by the owner to provide an increased level of safety to the original on-load release hooks, or the RRS product offered by the original lifeboat manufacturer.

The BMA will consider the acceptance of new RRS which are not manufactured by the original lifeboat manufacturer provided the following is undertaken:

- i. It is demonstrated that the original lifeboat manufacturer is no longer in existence; or,
- ii. At least three attempts have been made by the owner to obtain the agreement of the original lifeboat manufacturer to the installation of the proposed RRS.

If the original lifeboat manufacturer rejects the proposed replacement RRS for technical reasons, those technical reasons are to be assessed by the Recognised Organisation. Where the Recognised

Organisation assesses the stated technical reasons as not being valid, an application in accordance is to be made to the BMA seeking concurrence with the Recognised Organisation's findings and seeking agreement for the Recognised Organisation to conduct the review and approval of the RRS installation in accordance with the procedures in the annex to MSC.1/Circ.1392;

If no response is received from the original lifeboat manufacturer, or the lifeboat manufacturer objects for commercial reasons, the review and approval of the RRS installation may be carried out by the Recognised Organisation in accordance with the procedures in the annex to MSC.1/Circ.1392.

**4.4.7.4.** *5-Knot installation tests after replacement of on-load release gear*

Section 24 of MSC.1/Circ.1392 states that post-installation testing should be carried out by either the manufacturer or one of its representatives. Part of the post-installation tests for cargo ships of 20,000 gross tonnage and over is the 5-knot installation test, which is to be carried out in accordance with Part 2, paragraph 5.4 of IMO Resolution [MSC.81\(70\) Revised recommendations on testing of life-saving appliances](#).

The BMA appreciates that there are safety concerns relating to the launching of lifeboats whilst the ship is underway at 5 knots. Noting these safety concerns, the BMA will consider equivalent means of conducting the 5-knot installation test in a more controlled environment with the ship stationary whilst alongside or at anchor. Equivalent means may include the use of the wash from a vessel positioned forward of the launching position to create a 5-knot current or the use of a 5-knot current from a river or tidal flow. The agreement of the BMA to any proposed equivalent method is to be sought, prior to conducting the 5-knot test.

Although responsibility for conducting the testing lies with the RRS manufacturer or their representative, where ship's crew are requested by the manufacturer or their representative to assist in the 5-knot test, or agreed equivalent test, the Company is to ensure that suitable safety provisions are in place and that a thorough risk assessment is conducted prior to conducting the test. The following, although not a definitive or exhaustive list, should be taken into consideration by the Company as part of their risk assessment:

- The means by which the objectives of the 5-knot test is to be achieved (e.g. a 5-knot test conducted in accordance with Part 2, paragraph 5.4 of MSC.81(70) or an alternative equivalent means of testing without the need for the ship to move ahead at 5 knots);
- Training and familiarisation of the lifeboat crew in the operation of the new RRS, including practical launching of the lifeboat with the vessel stationary alongside prior to the 5-knot test or agreed equivalent test;
- Adequate provision of Life Saving Appliances and Personal Protective Equipment for all personnel involved in the testing;
- Correct use of the lifeboat painters during testing;
- Provision of an adequately equipped and crewed rescue craft in the water during the testing, to retrieve persons from the water if required;
- Identify the person in charge of the test and identify roles and responsibilities of all personnel involved in the testing;
- Means of communication between the boat crew, person in charge, ship, tugboat (if applicable) & rescue craft;
- Where the 5-knot test is conducted with the ship moving ahead at 5 knots, the ships propeller(s) shall be stopped once the vessel is moving forward at 5 knots;
- The lifeboat not being released until it is fully waterborne.

The BMA does not apply a “sister ship” approach when dealing with the 5-knot installation test or agreed equivalent test required after the replacement of hooks.

#### **4.4.8.      *Equivalent arrangement of lifesaving appliances***

The Bahamas has submitted the following arrangement to IMO (Refer to IMO circular SLS.14/Circ.22):

Cargo vessels of 500 gross tonnage and over, but less than 1,600 gross tonnage, except tankers, may be equipped as follows:

- i. On one side of the ship, a motor lifeboat complying with the standards required for rescue boats, which shall be fitted under an approved launching device. Such motor lifeboat shall be available for immediate use at all times during any voyage. In addition, if the motor lifeboat is not of such capacity to accommodate all on board, one or more life rafts of sufficient aggregate capacity (in



- conjunction with the capacity of the motor lifeboat) to accommodate the total number of persons on board;
- ii. On the other side of the ship, one or more lifeboats or inflatable life rafts of sufficient aggregate capacity to accommodate the total number of persons on board. If a lifeboat is fitted, it shall be fitted under an appropriate launching device;
  - iii. In ships where the distance from the embarkation deck to the water in the lightest sea-going condition exceeds 15 feet (4.5 meters) the life rafts required above are to be of the davit launched type and at least one launching device is to be provided on each side of the ship for every two life rafts. The launching device should be capable of lowering the life raft when fully loaded with its full complement of persons and equipment;
  - iv. In addition to any life rafts required by a. and b. above, further life raft(s) of sufficient aggregate capacity to accommodate at least the total number of persons on board. Life raft(s) shall be stowed as to be able to float free;

NOTE: Each life raft required by Sections i., ii., and iv. above, shall be of approximately the same capacity.

Ships which have arrangements in accordance with the provisions of SLS.14/Circ.22 shall if applicable, comply with the requirement to be fitted with a rescue boat.

**The provisions of SLS.14/Circ.22 shall not apply to any ship constructed on or after 01 July 1986.**

#### **4.4.9.      *Testing of Lifeboats at new construction initial surveys***

The sister ship rule may be applied to the 5-knot launch test required by Para. 5.4 of Part 2 of Resolution MSC.81(70), whereby the test is only necessary for the first vessel of a contracted series of ships with identical arrangements and where the geometry of the lifeboat launching arrangement is also verified as being identical to the first vessel which has been satisfactorily tested.



**4.4.10. Immersion Suits on Cargo Ships**

Please refer to [Marine Notice 85](#)<sup>18</sup>.

**4.4.11. Exemption from the carriage of lifeboat food rations and fishing tackle**

All vessels operating within 200 miles from shore may be exempted from the carriage of lifeboat rations and fishing tackle under the provisions of LSA Code 4.4.8.32. Applications for exemption are to be submitted by the Recognised Organisation.

Applications relating to offshore units operating outside the 200-mile limit and those undertaking positioning and delivery voyages which take them beyond the 200-mile limit shall be referred to the BMA for consideration on a case by case basis.

**4.4.12. Use of knotted ropes as a means of embarkation to remotely located liferafts**

SOLAS Regulation III/11.7 allows for "*other means of embarkation enabling descent to the water in a controlled manner*" for liferafts required by SOLAS Chapter III Regulation 31.1.4.

The BMA considers that "other means of embarkation" refers to systems such as descent units, escape chutes, rope ladders etc. Knotted ropes are not acceptable for this purpose.

**4.4.13. Carrying capacity of liferafts – average mass of occupants 82.5kg**

In accordance with Chapter IV of the LSA Code, from 01 January 2012 all inflatable and rigid liferafts should be constructed using the assumption that the average mass of occupants is 82.5kg, increased from 75kg.

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<sup>18</sup> Formerly BMA Information Bulletin No.76

All ships constructed (having their keel laid) on or after 01 January 2012 should carry liferafts approved on the basis of an average person mass of occupants of 82.5kg. The safe working load (SWL) of any davits used for launching these liferafts should be adequate for their fully laden weight.

All ships constructed before 01 January 2012 may continue to use liferafts approved on the basis of an average person mass of occupants of 75kg. It is acceptable for “75kg liferafts” on these vessels to be exchanged at service intervals with “82.5kg liferafts” and vice versa at a subsequent service. It is also acceptable for these vessels to have both 75kg and 82.5kg liferafts on board at the same time.

On passenger ships constructed before 01 January 2012, IMO circular MSC.1/Circ.1347 permits the determination of the required SWL of a liferaft launching appliance to continue to be based on an assumed occupant mass of 75kg, even though the liferaft has been tested to a higher weight standard. The installation and periodic lowering test should also continue to be based on an assumed occupant mass of 75kg.

On cargo ships constructed before 01 January 2012, any liferaft launching appliance should be based on the occupant number and mass stated on the liferafts it will handle (i.e. 75kg or 82.5kg, as applicable). If the SWL of the launching appliance will be exceeded through the liferaft having been approved to a higher weight standard then it will be necessary for the davit to be reapproved, modified or replaced to achieve the required SWL.

#### **4.4.14. *Stored mechanical power for rescue boat davits.***

The Bahamas has submitted the following equivalent arrangement to IMO (Refer to IMO circular SLS.14/Circ.467).

On ships fitted with a six-person rescue boat that is NOT one of the ships survival craft and has a weight of 500Kg or less in fully equipped condition, with engine but without crew, the rescue boat davit need not be fitted with stored mechanical power required by Chapter VI, Paragraph 6.1.1.3 of the LSA Code. However, slewing of the davit must be achievable by one person against an adverse list of 20 degrees and trim of 10 degrees. All other aspects of the davit shall comply with paragraphs 6.1.1 and 6.1.2 of the LSA code.

**4.4.15. Weight Increase of lifeboats and rescue boats from Water Ingress.**

Where it is suspected that the weight of a lifeboat or rescue boat has increased over its design weight due to water ingress, it is recommended that the guidance contained within the United Kingdom Maritime and Coastguard Agency (UK MCA) [MGN 464 \(M+F\)](#) be followed for weighing and calculating the weight increase.

If a lifeboat or rescue boat weight exceeds its design weight, the Recognised Organisation is to inform the BMA. The submission to the BMA shall include details of the boat's design weight, the actual weight recorded and the Recognised Organisation's recommendations for dealing with the affected boat.

**4.4.16. Enclosed space entry and rescue drills**

Regulation 19 of SOLAS Chapter III requires that *"crew members with enclosed space entry or rescue responsibilities shall participate in an enclosed space entry and rescue drill to be held on board the ship at least once every two months"*.

Regulation 6 of the Merchant Shipping (Entry into Dangerous Spaces) Regulations 1988, as amended, requires the master of (i) any tanker or gas carrier of 500 tons and over and (ii) any other ship of 1000 tons and over to *"ensure that drills simulating the rescue of a crew member from a dangerous space are held at intervals not exceeding two months, and that a record of such drills is entered in the Official Log Book"*.

For the avoidance of doubt, in order to meet the requirements of both SOLAS III/19 and Regulation 6 of the Merchant Shipping (Entry into Dangerous Spaces) Regulations, crew members with enclosed space entry or rescue responsibilities shall take part in an enclosed space entry and rescue drill, simulating the rescue of a crew member from a dangerous space on board the ship, at intervals not exceeding two months and such drills are to be recorded in the Official Log Book.

**4.4.17. Temporary reduction in provision of survival craft on passenger ships**

Where it is necessary to temporarily reduce the provision of survival craft on passenger ships, e.g. owing to technical faults with the survival craft, the maximum allowable number of persons on board (PoB) must be re-assessed by the Recognised Organisation to ensure that the number of PoB is not greater

than the maximum PoB allowed under SOLAS for the reduced survival craft provision. Where necessary the actual PoB must be reduced to meet SOLAS requirements.

The Recognised Organisation's re-assessment of PoB, and appropriate recommendations, must be included in their request to the BMA for short-term Passenger Ship Safety Certification.

#### **4.4.18. *Kapok lifejackets***

Kapok filled lifejackets have not been manufactured since the 1980s and are unlikely to be present on most Bahamian ships, however there may be some still in use on domestic vessels and private yachts.

If a ship is fitted with kapok filled lifejackets, they are to be replaced with new lifejackets that meet the current standards. Kapok filled lifejackets shall be destroyed after removal from the ship so that they cannot be reused.

### **4.5. Chapter IV: Radio communications**

#### **4.5.1. *Safety Radio Form R / GMDSS General Operators Certificate***

There is some cross-over between STCW and ITU requirements for the minimum number of radio operators required to be on board. To avoid any misinterpretation, the minimum number of radio operators on the Safety Radio Certificate Form R is to be entered as "To comply with the Minimum Safe Manning Document".

#### **4.5.2. *Identification Number on 406 MHz EPIRB***

406 MHz EPIRBs are to be programmed only with the MMSI number.

If the identification is not the MMSI issued by the BMA, the present identification number shall be advised to the Registrar at the BMA office where the ship is registered and the owner shall be advised that the EPIRB is to be reprogrammed with the correct MMSI number. A short-term certificate may be issued, denoting the outstanding deficiency, and limiting the validity of the short-term certificate to the next port of call where the required equipment is available. In no case shall the short-term certificate exceed two months. If the reprogramming cannot be carried out within that time, the existing EPIRB shall be replaced with one that is correctly programmed.

The MMSI number and call sign issued to all vessels are indicated on the Certificate of Registry. The office of ship registry is denoted on the Certificate of Registry by the prefix to the year of registry: L is London, N is Nassau, NY is New York, HK is Hong Kong, P is Piraeus, T is Tokyo.

#### **4.5.3. Aeronautical VHF equipment on board passenger ships**

SOLAS IV/7.2 requires an aeronautical VHF to be carried on board all passenger ships. The aeronautical VHF should be type approved in accordance with [IMO Resolution MSC.80\(70\)](#).

Where it can be effectively demonstrated the ship is unable to be supplied with a type approved aeronautical VHF a general exemption from formal type approval of the aeronautical VHF may be requested via the Recognised Organisation.

#### **4.5.4. HF Radiocommunication equipment and Narrow Band Direct Printing (NBDP)**

As indicated in paragraph 7 of MSC.1/Circ.1460/Rev.1, to ensure GMDSS communication capability, HF radiocommunication equipment which forms a part of a GMDSS installation and is capable of operating narrow-band direct printing (NBDP) should be updated so that, following the first radio survey after 1 January 2024, it meets the channelling arrangements reflected in sections II and III of part B in appendix 17 of the Radio Regulations.

#### **4.5.5. Criteria for the provision of mobile satellite communication systems in the Global Maritime Distress and Safety System (GMDSS)**

Mobile satellite communication systems (satellite systems) used in the GMDSS system shall meet the criteria specified in [Resolution A.1001\(25\)](#). Recognised systems are recorded in Maritime Safety Committee Resolutions. Maritime mobile satellite services provided by the Iridium Safety Voice, Short-Burst data and enhanced group calling services, for use in the GMDSS are accepted for use on Bahamian ships.

**4.5.6. Unavailability of type approved EPIRBs**

IMO resolution [MSC.471\(101\) Performance Standards for Float-Free Emergency Position-Indicating Radio Beacons \(EPIRBs\) Operating on 406 MHz](#) recommends that float-free EPIRBs operating on the 406MHz frequency, forming part of the Global Maritime Distress and Safety System (GMDSS), comply with performance and type approval standards as follows:

- i. if installed **on or after 1 July 2022**, conform to performance standards and type-approval standards not inferior to those specified in the annex to MSC.407(101);
- ii. if installed **before 1 July 2022**, conform to performance standards not inferior to those specified in the annex to resolution [A.810\(19\)](#), as amended by resolutions [MSC.56\(66\)](#) and [MSC.120\(74\)](#), and type-approval standards not inferior to those specified in resolution [A.696\(17\)](#)

The BMA has been made aware of difficulties in obtaining EPIRBs that comply with resolution MSC.471(101). Therefore, until 31 December 2023, the BMA advises that:

- i. Existing EPIRBs complying with resolution A.810(19), installed before 1 July 2022, may continue to be used by replacing the battery prior to its expiry date until the EPIRB can no longer be maintained and requires renewal.
- ii. If an MSC.471(101) compliant EPIRB is not available for installation after 1 July 2022, an A. 810(19) compliant EPIRB may be installed and used until an MSC. 471(101) compliant EPIRB becomes available. This is allowed until 31 December 2023 provided that written evidence of non-availability of an MSC.471(101) compliant EPIRB is available on board.
- iii. Non-convention vessels may install A.810(19) or MSC .471(101) compliant EPIRBs, however it is recommended that MSC.471(101) compliant EPIRBs are used where available.

**4.5.7. EPIRB Return Link Service (RLS) Protocol**

The BMA has no objection to the use of the RLS Protocol -a unique feature of the Galileo satellite system. RLS provides a reassurance signal to search and rescue beacons that confirms the distress signal and location have been detected.



## **4.6. Chapter V: Safety of Navigation**

### **4.6.1. *Minimum Safe Manning***

Ships shall comply at all times with the requirements of the Minimum Safe Manning Document, issued by the BMA. This document is also to be referenced in Form R of the Safety Radio Certificate. (See also separate entries under SOLAS IV, SOLAS IX and STCW).

Any applications for exemptions or dispensations from the required manning shall be directed to the BMA in accordance with Marine Notice 18<sup>19</sup>. During 'lay-up' period, the safe manning document does not apply; details are as per [Marine Notice 11](#)<sup>20</sup>.

### **4.6.2. *Official Language***

The official language of The Bahamas is English, and it is therefore necessary for a correctly revised English version of all plans, record books, lists and other relevant documents to be available on board. (See also separate entry under SOLAS Chapter IX).

### **4.6.3. *Working Language***

As per SOLAS V/14, the working language of the ship shall be established by the Company, or the master, as appropriate, and recorded in the Official Logbook.

Each seafarer shall be required to understand and, where appropriate, give orders and instructions and to report back in that language.

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<sup>19</sup> Formerly BMA Information Bulletin No.115

<sup>20</sup> Formerly BMA Information Bulletin No.122



**4.6.4. Bridge visibility**

Ships constructed prior to 01 July 1998 which undergo repairs, alterations, and modifications of a major character (according to the criteria in IMO Circular MSC/Circ.1246), shall comply to the maximum extent practicable with the requirements of SOLAS Chapter V requirements. Any areas of non-compliance shall be brought to the attention of the BMA by the Recognised Organisation.

**4.6.5. Bridge height of eye requirement**

Current SOLAS requirement is for bridge height of eye to be 1800mm. There is a provision under SOLAS to reduce the height of eye to 1600mm.

In view of the possibility of crews changing and available statistics showing a distinct trend for all nationalities becoming taller, newly constructed vessels shall comply fully with SOLAS Chapter V requirements and there is generally no allowable reduction in height of eye from the 1800mm standard.

Exceptions will be considered by the BMA on a case by case basis for special type ships with unique construction features and ships which have been constructed to the standards of another SOLAS contracting State.

**4.6.6. Steering gear testing and drills**

For ships regularly engaged on voyages of short duration, the requirement to carry out the checks and tests of the steering gear specified in SOLAS V/26.1 & 26.2 may be waived, as per the provisions of SOLAS V/26.5, provided that those checks and tests are carried out at least weekly. Applications for such a waiver shall be submitted to the BMA by the Recognised Organisation.

**4.6.7. Radar carriage**

As per SOLAS V/2.7.1, an Administration may allow the fitting of two 3cm/9 GHz/"X-band" radars.

The Bahamas does not ordinarily allow the fitting of two similar radars for the reason that the 10cm/3 GHz/"S-band" and 3cm/9 GHz/"X-band" radars are able to supply more comprehensive data under a variety of conditions.

Any applications to fit two 3cm/9 GHz/"X-band" radars are to be made by the Company via the Recognised Organisation in accordance with [BMA Marine Notice 05](#)<sup>21</sup>. It should be noted that, as a matter of policy, the BMA does NOT consider commercial or financial convenience a valid reason to replace an existing 10cm/3 GHz/"S-band" radar with a 3cm/9 GHz/"X-band" radar.

#### **4.6.8. Long Range Identification and Tracking (LRIT)**

The BMA has issued guidance and instructions. Please refer to [Marine Notice 49](#)<sup>22</sup>.

#### **4.6.9. Bridge Navigational Watch Alarm System (BNWAS)**

##### **4.6.9.1. BNWAS fitted prior to 01 July 2011**

BNWAS equipment installed prior to 1 July 2011, and for which conformance with [MSC.128\(75\) Performance standards for a bridge navigational watch alarm \(BNWAS\)](#) cannot be documented, can be accepted as fulfilling the intention of SOLAS V/19.2.2.4 when the system is provided with the following functionalities:

- i. The system can be manually switched ON and OFF, and the ON/OFF selection facilities are protected by key switch, password protection or other means, or by location in the Master's cabin.
- ii. The system remains dormant for a period of between 3 and 12 minutes when switched on.
- iii. A visual indication and an audible alarm are given in the wheelhouse at the end of the dormant period. For the first 15 seconds a visual indication may be given only.
- iv. The alarm is transferred to the back-up officer's and/or Master's cabin if not reset in the wheelhouse within 30 seconds.
- v. The alarm is sounded in public spaces (e.g. mess room, ship's office, conference room or similar) if not reset within 30 to 90 seconds from the first visual indication in wheelhouse (the period may be extended to 3 minutes for larger vessels). This alarm may be combined with the alarm described in item iv above.

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<sup>21</sup> Formerly BMA Information Bulletin No.8

<sup>22</sup> Formerly BMA Information Bulletin 111.

- vi. An alarm reset function is provided in the wheelhouse, e.g. push button(s), motion detectors conforming to standards laid down by the IMO, or other positive means in position(s) providing a proper look out.

Requests for acceptance of such arrangements are to be made via the Recognised Organisation in accordance with BMA Marine Notice 08.

#### **4.6.9.2.      *Exemption from the carriage of BNWAS***

The BMA will consider exemptions from BNWAS for certain ship types operating in the offshore sector and to offshore vessels that are being towed to and from working areas. Exemptions from the carriage of BNWAS will be granted only where suitable arrangements have been made for watch keeping, with the procedures detailed in the safety management system.

Applications for exemption are to be made via the Recognised Organisation in accordance with BMA Marine Notice 05. All relevant documentation and procedures must be provided with the application.

#### **4.6.9.3.      *Interfacing of BNWAS with Voyage Data Recorders/Simplified Voyage Data Recorders (VDR/S-VDR)***

Section 5.4 of [IMO Resolution A.861\(20\) Performance standards for shipborne voyage data recorder \(VDRs\)](#) identifies items to be recorded on a VDR. Paragraph 5.4.9, Main alarms, states: “*This should include the status of all mandatory alarms on the bridge*”. The BMA considers the BNWAS to be a mandatory alarm on the bridge; therefore, the status of the BNWAS is to be recorded by the VDR.

New ships are expected to have a connection between VDR and BNWAS. Where a BNWAS is being installed on an existing ship fitted with a VDR and it is not possible to connect the VDR and BNWAS, the Recognised Organisation shall make a suitable recommendation to the BMA for exemption in accordance with BMA Marine Notice 05.

For existing ships fitted with an S-VDR the BNWAS need only be connected to the S-VDR where it is possible to do so, as per the international digital interface standards identified in paragraph 5.4.9 of [Resolution MSC.163\(78\) Performance standards for shipborne simplified voyage data recorders \(S-VDRs\)](#).

**4.6.10. Voyage Data Recorded/Simplified Voyage Data Recorded (VDR/S-VDR)**

The following provisions are highlighted to advise the specific requirements applicable to Bahamian ships.

**4.6.10.1. Performance Standards for Voyage Data Recorders (VDRs)**

For the application of [IMO Resolution MSC.333\(90\) Revised performance standards for shipborne voyage data recorders \(VDRs\)](#), the interpretation of the phrase “installed on or after 1 July 2014” shall be in accordance with [IACS Unified Interpretation SC 261](#).

**4.6.10.2. Annual Performance Test (APT)**

With reference to MSC.1/Circ.1576, para.1 of the Annex and MSC.1/Circ.1222/Rev.1, para.3 of the Annex.

The BMA accepts that the APT may be performed at any time within the 12 months following the preceding test date. The actual APT test date may not need to be within the allocated window for an annual/periodical/renewal Safety Certificate survey.

Similarly where prevailing circumstances dictate so and the Owners are unable to arrange APT service attendance within 12 months from the preceding test date due to objective difficulties the BMA may agree on completion of an APT at a period of time greater than 12 months. Including a situation where due to the agreed extension APT test may need to be completed after completion of impending annual/periodical/renewal Safety Certificate survey. In such case a respectively worded dispensation will need to be raised by the RO to the Safety Certificate once authorised by the BMA.

The BMA does not mandate a requirement for an APT test results to be verified and approved by the maker within 45 days after completion of test on board. Where during a course of an annual/periodical/renewal Safety Certificate survey it may be revealed the report of an APT completed at earlier time has not been verified and approved by the maker the BMA will be guided by an attending surveyor consideration on acceptance of such APT test results. The attending surveyor nonetheless shall verify the APT had been completed in accordance to provisions of para.1 – 2 of MSC.1/Circ.1222/Rev.1 and VDR/S-VDR remains operational without visible faults.

Where APT results might have been rejected by the maker the BMA would consider such APT in its entirety as void. In this situation a respectively worded statutory dispensation should be issued by the attending surveyor, subject to an authorisation by the BMA. Validity of upto 3 months may be agreeable to allow the Owners to complete the APT anew.

#### **4.6.11. Adjustment of magnetic compasses**

SOLAS V/19.2.1 requires all ships to have "*...a properly adjusted magnetic compass, or other means, independent of any power supply to determine the ship's heading and display the reading at the main steering position*" and "*...means of correcting heading and bearings to true at all times*".

SOLAS does not specify a time interval for compass adjustment however the following is a guide to ensuring that the magnetic compass remains "properly adjusted."

- i. If the deviation is checked regularly, a deviation logbook is kept and the deviations remain steady, there is no requirement to undertake an annual adjustment.
- ii. Any ship shall have a workable deviation card for the main magnetic compass or standard compass binnacle position and for any separate 'steering compass' binnacle. The deviation card will be obtained after building and thereafter the deviations on that card must be frequently verified, based upon 'professional standards'. Verification should take place at least daily, weather permitting, by taking 'compass errors' and recording these in the 'Compass Error Book', or similar. Providing that the deviations obtained from these 'error calculations' are within an acceptable tolerance of the deviation card, that is considered to be satisfactory proof of maintenance of the magnetic compass deviations. There is no reason for a compass to be adjusted if the regular pattern of recorded compass errors is compatible with the deviation card.
- iii. The circumstances under which a compass may require adjustment include:
  - Calculated deviations falling outside the 'acceptable tolerance' (note that some Administrations use a figure of  $\pm 5^\circ$ );
  - Major structural works on the existing vessel that can change the ship's magnetic signature;
  - Conversion of the vessel from one use to another or lengthening;
  - Installation of new machinery - major machinery anywhere on the vessel; smaller machinery closer to the compass(es);

- Installation or exchanging electrical equipment in the area of the compass(es). Note must be taken, when installing or exchanging electrical equipment of the recommended distance of that installation from the magnetic compasses. It must be remembered and considered that such distances are the minimum distance between these units, but that electrical equipment can have a minor effect at greater distances than those minima;
- Installation or exchanging of radio transmitting equipment;
- Extended dry docking;
- The Deviation Card on container ships can be different depending upon the quantity and height of the deck load. Solutions to this can include two of three Deviation Cards to cover the various cargo loads;
- Specialist heavy lift vessels also require particular attention when carrying large metallic (ferrous) loads such as container gantries, oil rigs, etc.

Port/Coastal State requirements should also be taken into account.

#### **4.6.12. Carriage of gyro compasses in lieu of magnetic compass on certain ship types**

The Bahamas has submitted the following arrangement to IMO (Refer to IMO circular SLS.14/Circ.412):

All ships flying the flag of The Bahamas may, instead of complying with the requirements of SOLAS V/19.2.1.1 and V/19.2.2.1 to carry a magnetic compass, comply with the following equivalent arrangement:

- i. The ship shall be fitted with at least two gyro compasses determining the ships heading and display this heading, being readable by the helmsman at the main steering position;
- ii. At least two of the gyro compasses shall have separate power supplies, which shall be connected to the main and emergency sources of power;
- iii. At least two of the gyro compasses shall have an independent uninterruptable power supply with at least 30 minutes usable power.

One of the above-mentioned gyro compasses is also deemed to be suitable to meet the provisions of SOLAS V/19.2.5.1 for a gyro-compass to be carried on vessels of 500 gross tonnage and above, providing that it also meets the provisions of SOLAS V/19.2.3.2, V/19.2.4 and V/19.2.5.5.



#### **4.6.13. Performance Standards for Bridge Alert Management**

Recognising that bridge alarms can be a source of distraction to the bridge team, particularly during an incident, the BMA encourages the use of [MSC.302\(87\) Performance standards for bridge alert management](#) on all ships constructed on or after 01 July 2014.

#### **4.6.14. Pilot Transfer Arrangements**

Pilot transfer arrangements shall generally be in accordance with SOLAS V/23 and IMO Resolution [A.1045\(27\) Pilot transfer arrangements](#), as amended by [A.1108\(29\)](#).

Responsibility for safe practices for personnel transfers rests with each person involved in the activity including the vessel's owners, operators, master and crew, pilotage providers, pilots and pilot boat crew, as well as the person(s) being transferred. All parties should observe both the spirit and intent of the regulations, to ensure safety is not compromised.

Where a marine pilot suspects that the pilot transfer arrangement provided is unsafe, they may refuse to use the arrangement until it is made safe by the master and crew and may report the ship to PSC authorities for inspection.

The BMA notes MSC.1/Circ.1495/Rev.1 *Unified Interpretations of SOLAS regulation V/23.3.3 on pilot transfer arrangements* and does not require the installation of an accommodation ladder in cases where a 15 degree adverse list at lightest draught takes the height of climb to over 9 metres.

Please refer to [Information Notice 18](#).



#### **4.6.15. *Particularly Sensitive Sea Areas (PSSAs)***

##### **Saba Bank, Caribbean Netherlands**

International Maritime Organization (IMO) Resolution MEPC.226(84) *Designation of the Saba Bank as a Particularly Sensitive Sea Area*<sup>23</sup> was adopted by the IMO on 05 October 2012. Accordingly, on 17 June 2017, the Saba bank area became a Particular Sensitive Sea Area (PSSA) as well as an Area To Be Avoided (ATBA). That means that, as stated by the notice to mariners, the mentioned area is closed for all shipping of 300 gross tonnage and above. **This applies to all ships, including private yachts.**

Owners, Masters and Companies operating Bahamian ships are advised that they can no longer cross the Saba Bank and **the fines associated with non-compliance are high.**

#### **4.7. Chapter VI: Carriage of Cargoes**

##### **4.7.1. *Prohibition on Physical Blending of Bulk Liquid Cargoes at Sea***

As per Regulation SOLAS VI/5-2, the physical blending of bulk liquid cargoes during sea voyages is prohibited. Physical blending refers to the process whereby the ship's cargo pumps and pipelines are used to internally circulate two or more different cargoes with the intent to achieve a cargo with a new product designation.

This prohibition does not preclude the master from undertaking cargo transfers for the safety of the ship or protection of the marine environment and does not apply to the blending of products for use in the search and exploitation of seabed mineral resources on board ships used to facilitate such operations.

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<sup>23</sup>

<https://mf.bahamasmaritime.net/SharedLinks.aspx?accesskey=cac10e77ddf2576d0673a3dbb7a5b72d411fd322eb10894d7da17aa049e1d6f5&VaultGUID=8A7ABFCE-CCD2-49D8-9190-B5F8650E5B38>

## 4.8. Chapter VII: Carriage of Dangerous Goods

### 4.8.1. General

Ships that comply with SOLAS II-2/19 are suitably equipped to carry dangerous goods (the footnote to SOLAS VII/7-1 refers). The carriage of dangerous goods in bulk shall be in compliance with the carriage requirements of SOLAS VII/7-5, i.e. the carriage of dangerous goods in solid form in bulk shall be in compliance with the relevant provisions of the IMSBC Code, as defined in regulation VI/1.1.

Where a cargo is also identified as a substance in the IMDG Code, it shall only be considered in the appropriate context (i.e. bulk cargo or packaged goods). IMDG Code requirements cannot be applied simultaneously with IMSBC Code requirements, unless as expressed by IMO guidance.

### 4.8.2. Carriage of Radioactive Substances

In general, radioactive substances shall not be carried on board Bahamian ships.

Exceptions may be made for IMDG Code class 7 radioactive materials in packaged form used in medical and public health applications. Exceptions may also be made where the radioactive substance is of a grade and quantity suitable for other civil use, such as non-destructive testing. Recognised Organisations should be guided by IMO Assembly Resolution A.984 (24).

**The carriage of Class 7 radioactive materials in bulk is not permitted on Bahamian ships.**

## 4.9. Chapter VIII: Nuclear Ships

The BMA currently has no special or additional instructions.

## 4.10. Chapter IX: Management for the Safe Operation of Ships

### 4.10.1. Application of ISM Code

Please refer to [Marine Notice 46](#).

**4.10.2. First issue of an ISM Document of Compliance (DOC)**

Recognised Organisations shall advise the BMA of any request for an interim audit in connection with the first issuance of a Bahamas DOC, before commencing the audit. The BMA will assess the suitability of the applicant prior to authorising the Recognised Organisation to carry out the interim DOC audit.

**4.10.3. Language to be used in the Safety Management System**

The language used is to be the working language of the Company and ship's crew, in accordance with ISM Code Section 6.6. However, the official language on Bahamian flagged ships is English and it is therefore necessary for a correctly revised English version of the SMS to be available on board and ashore for third party inspection and audit at all times.

**4.10.4. Safety of lifeboats during abandon ship drills**

Failure to carry out any of the following is to be considered a non-conformity and as an "operational failure":

- the maintenance and recording activities required by SOLAS;
- abandon ship drills, without a suitable explanation entered into the Official Logbook; or
- the required drills within the scope of any exemption allowable by SOLAS Chapter III requirements and BMA Marine Notice 82.

Please refer to [BMA Marine Notice 82<sup>24</sup>](#).

**4.10.5. Safe manning levels**

All vessels shall comply with the requirements of the Minimum Safe Manning Document when in service. Failure to do so is considered a breach of Section 67 of the Merchant Shipping Act and a major non-conformity under section 6 of the ISM Code. In such cases, the BMA shall be advised immediately.

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<sup>24</sup> Formerly BMA Information Bulletin No.72

Recognised Organisations are to verify that:

- Shipboard familiarisation has been undertaken;
- All persons have medical certificates and appropriate documentary evidence of training;
- All persons who have been assigned emergency duties are accounted for on the Muster List;
- All survival craft are manned by duly qualified persons;
- The ship is being safely operated in accordance with STCW and MLC 2006 requirements. This can be achieved by examining entries in the ships' logbooks and record of hours of work or rest and taking interviews. The guidance given in STCW Code Section B-VIII is to be taken into account.

Please refer to BMA Marine Notices 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 27, 28, 29 and 44 and Information Notices 04 and 15.<sup>25</sup>

#### **4.10.6.      *Flag State File***

A Flag State file shall be maintained on board every Bahamian ship in either hard copy or electronically. The Flag State file is to incorporate current revisions of the Bahamas National Requirements and relevant BMA Information Bulletins, Marine Notices, Information Notices, etc. The carriage of the Flag State file is to be verified during SMC audits and Bahamas annual inspections.

#### **4.10.7.      *Bahamas Annual Safety Inspection***

At SMC audits, Recognised Organisations shall confirm that the Bahamas annual safety inspection is within due date and a valid Certificate of Inspection is displayed in a prominent position. Follow up actions necessary to rectify any deficiencies found at the last annual inspection should also be verified.

Please refer to [BMA Marine Notice 91](#)<sup>26</sup>.

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<sup>25</sup> Formerly Information Bulletin Nos. 86, 103, 104, 105, 106, 107, 108, 115, 118, 121, 124, 129, 130, 135, 137 & 138

<sup>26</sup> Formerly BMA Information Bulletin No. 66

#### **4.10.8. IACS PR17 - Reporting by Surveyors of Deficiencies relating to Possible Safety Management System Failures**

Copies of all IACS PR17 reports issued against a Bahamian ship are to be electronically copied to the BMA for review, when forwarded by the PR17 issuing Recognised Organisation to the ISM issuing body.

#### **4.10.9. Audit reporting**

Copies of DOC and SMC audit reports resulting in a major non-conformity shall be forwarded to the BMA by email, regardless of any subsequent downgrading or deletion. Major non-conformities arising from an audit are to be reported at the earliest opportunity but within three working days, regardless of any subsequent downgrading or deletion.

#### **4.10.10. Change of ISM Manager**

The Safety Management Certificate will be invalidated when:

- The responsibility for the ISM management of a ship is transferred to another company; or,
- The ISM certifying body is transferred to another Bahamas Recognised Organisation.

### **4.11. Chapter X: Safety Measures for High-speed Craft**

#### **4.11.1. General**

Recognised Organisations are authorised to conduct surveys, review plans and issue certification in respect of the Code of Safety for Dynamically Supported Craft (DSC Code), the International Code of Safety for High Speed Craft, 1994 (the 1994 HSC Code) and the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code).

Please refer to sections 13 and 14.

## **4.12. Chapter XI-1: Measures to Enhance Maritime Safety**

### **4.12.1. IMO Number**

Please refer to [BMA Marine Notice 48<sup>27</sup>](#).

### **4.12.2. Continuous Synopsis Record**

Please refer to [BMA Marine Notice 48<sup>28</sup>](#).

### **4.12.3. Atmosphere Testing Instruments**

#### **4.12.3.1. Carriage requirements**

SOLAS Regulation XI-1/7 requires every ship to which Chapter I of SOLAS applies to carry an appropriate portable atmosphere testing instrument or instruments and for suitable means to be provided for the calibration of such instruments.

Regulation XI-1/7 should be read in conjunction with:

- i. IMO Resolution [A.1050\(27\)](#), *Revised recommendations for entering enclosed spaces aboard ships*; and
- ii. IMO Circular MSC.1/Circ.1477, *Guidelines to Facilitate the Selection of Portable Atmosphere Testing Instruments for Enclosed Spaces as Required by SOLAS Regulation XI-1/7*.

SOLAS XI-1/7 relates to the testing of the atmosphere **before** entry into enclosed spaces. The BMA recommends that each ship should also be provided with calibrated and tested multi-gas detectors suitable for measuring the level of oxygen, carbon monoxide and other gases as appropriate, **during** the entry, as per paragraph 8.2 and 9.3 of Resolution A.1050(27). These may be the same instrument(s) used prior to entry into the enclosed space (other than colorimetric tubes) or may be additional instruments.

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<sup>27</sup> Formerly BMA Information Bulletin No. 109

<sup>28</sup> Formerly BMA Information Bulletin No.57

**4.12.3.2. Calibration**

The BMA considers that “*suitable means of calibration*” referred to in Regulation XI-1/7 may include on board calibration using the instrument manufacturer’s instructions (and calibration equipment if provided) or calibration ashore.

Where the instrument is calibrated ashore, the Company must ensure that an alternative atmosphere-testing instrument is available on the ship whilst the first instrument is ashore for calibration. A valid calibration certificate should accompany the “in use” instrument at all times.

Where recommended by the instrument manufacturer, span gas, containing the correct gas mix for the instrument(s) carried, should be carried on board for the purposes of “bump testing” of the instrument before use.

**4.12.3.3. Colorimetric Tubes**

Colorimetric gas detection tubes (commonly known by the brand names Dräger and Gastec) are available for the detection of various gasses, including those specified in MSC.1/Circ.1477. The BMA considers colorimetric tubes acceptable for the detection of one or more of the gasses specified in MSC.1/Circ.1477 prior to entry to a space, if the tubes are within their expiry dates and have been stored in accordance with manufacturer’s instructions.

Colorimetric tubes should not be used during entry into enclosed spaces to monitor oxygen and carbon monoxide levels as per paragraphs 8.2 and 9.3 of Resolution A.1050(27).

**4.13. Chapter XI-2: Measures to Enhance Maritime Security**

Please refer to BMA Marine Notices [47](#) and [71](#).<sup>29</sup>

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<sup>29</sup> Formerly BMA Information Bulletin Nos. 70 and 119



**4.13.1. Change of Manager or Recognised Security Organisation**

The International Ship Security Certificate will be invalidated when:

- The responsibility for the management of a ship is transferred to another company; or,
- The ISPS certifying body is transferred to another Bahamas Recognised Security Organisation.

**4.13.2. Private contracted armed security personnel (PCASP)**

Whilst not endorsing the use of PCASP, The Bahamas recognises the right and duty of a ship owner to protect the crew and the fact that armed response may be utilised on board Bahamian ships. Any decision to engage PCASP should follow due consideration of all of the risks and consultation with insurers.

**4.13.3. Carriage of firearms**

Under Bahamian Law, it is possible for firearms to be carried on board. In order to ensure that such carriage is regulated, a firearms licence, issued by the Royal Bahamas Police Force (RBPF), is required. Firearms licences, when issued, are issued under limited circumstances and for specific purposes.

Please refer to Marine Notice 72

**4.14. Chapter XII: Additional Safety Measures for Bulk Carriers**

Bulk carriers constructed on or after 01 January 2016 shall fully comply with the requirements of SOLAS Chapter XII, unless otherwise agreed by the BMA.

[IMO Resolution MSC.277\(85\)](#) is not mandatory for ships flying The Bahamas flag, however, the BMA will consider applications to apply MSC.277(85) on a case by case basis.

**4.15. Chapter XIII: Verification of Compliance**

Chapter XIII refers to the IMO Member State Audit Scheme.

## **4.16. Chapter XIV: Safety Measures for Ships Operation in Polar Waters (The Polar Code)**

### **4.16.1. General**

Please refer to BMA Marine Notices [24](#) and [88](#).<sup>30</sup>

### **4.16.2. Polar Water Operational Manual (PWOM)**

A ship operating in Polar Waters shall carry on board a Polar Water Operational Manual (PWOM), which must provide sufficient information regarding the ship's operational capabilities and limitations in order to support the decision-making process of the Master and crew.

The PWOM is to be developed by the Company and shall follow the model format specified in Appendix II of the Polar Code, taking into account the associated guidance. The PWOM shall address the functional requirements specified in paragraph 2.2 of Part I-A of the Polar Code.

The PWOM is to be reviewed by the Recognised Organisation which classes the ship before the issue of a Polar Ship Certificate.

### **4.16.3. Issuance of Revised Certificates, Manuals and Record Books under MARPOL Annexes I, II & V**

The guidance contained in MEPC.1/Circ.856 + Corr.1 is to be followed in respect of revision of certificates, manuals and record books under Annexes I, II & V of MARPOL.

## **4.17. Chapter XV: Safety Measures for Ships Carrying Industrial Personnel (IP Code)**

### **4.17.1. General**

Please refer to [BMA Marine Notice 102](#).

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<sup>30</sup> Formerly BMA Information Bulletin Nos. 167 & 168

## **5. INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS 1973 (MARPOL)**

### **5.1. Annex I: Prevention of Pollution by Oil**

#### **5.1.1. FPSO / FSU**

The Bahamas gives full effect to [IMO Resolution MEPC.311\(73\) 2018 Guidelines for the application of MARPOL Annex I requirements to floating production, storage, and offloading facilities \(FPSOs\) and floating storage units \(FSUs\)](#).

Please refer to Marine Notice 057.

#### **5.1.2. Shipboard Oil Pollution Emergency Plan (SOPEP)**

SOPEPs approved by any Recognised Organisation on behalf of other Administrations, or approved directly by other Administrations, are not acceptable. Accordingly, the SOPEP is to be approved on behalf of The Bahamas by a Bahamas Recognised Organisation when the vessel joins the Registry.

#### **5.1.3. Oil Record Books**

Please refer to [Marine Notice 56](#).

#### **5.1.4. Sludge Tank Discharge Piping**

Regulation 12.2.2 applies to ships delivered on or after 01 January 2014, in accordance with MEPC.1/Circ.753/Rev.1.

#### **5.1.5. Ship to Ship Transfer (STS) Operations Plan**

Oil tankers of 150 gross tonnage and above, engaged in the transfer of oil cargo between oil tankers at sea (STS operations), shall carry an STS operations plan.

STS operations plans approved by any Recognised Organisation on behalf of other Administrations, or approved directly by other Administrations, are not acceptable. Accordingly, the STS operations plan is to

be approved on behalf of The Bahamas by a Bahamas Recognised Organisation when the vessel joins the Registry.

#### **5.1.6. Biofuel blends**

##### **5.1.6.1. Carriage**

Biofuels and biofuel blends should be carried in accordance with MEPC.1/Circ.761/Rev.1, 2011 *Guidelines for the Carriage of Blends of Petroleum Oil and Biofuels*, as amended.

##### **5.1.6.2. Oil Discharge Monitoring & Control Equipment (ODME)**

Biofuel blends containing 75% or more of petroleum oil are subject to Annex I of MARPOL. When carrying such biofuel blends, Oil Discharge Monitoring & Control Equipment (ODME) shall comply with MARPOL I/31 and be approved for the mixture being transported.

ODME systems fitted on or after 01 January 2016 are to be approved under [MEPC.108\(49\)](#), as amended by [MEPC.240\(65\)](#).

In accordance with MEPC.1/Circ.858, oil tankers carrying biofuel blends on or after 01 January 2016, should have ODME equipment complying with MEPC.108(49), as amended by MEPC.240(65).

#### **5.1.7. Oil Discharge Monitoring Equipment (ODME) for Tankers**

##### **5.1.7.1. ODME Failure**

Continued operation of a tanker ship may be permitted where a fault have been identified with the ODME system and the Recognised Organisation (RO) has been notified, subject to the following conditions:

- a. Relevant entries have been made in the Oil Record Book Part II (ORB2) under Code Letter M, including for FPSO/FSO where discharges from cargo side are affected;
- b. The ship has adequate available storage capacity in slop tank(s) for retention on board of oily water and oily residues originated from the cargo side until discharge to reception facilities can be arranged;

- c. Overboard discharge valve is sealed and padlocked with keys to be retained in the Master or Chief Engineer possession. Seal number(s) should be recorded in ORB2;

The above conditions shall be verified by the RO that submits the application for MARPOL I, Reg.31 dispensation to the BMA. Where found satisfactory upon review the BMA may authorise the RO to issue a conditional short term IOPP Certificate with respectively worded text of agreed dispensation and validity for a specified period and/or a voyage only. This should be for the minimum period necessary to enable the ODME equipment to be returned to service.

**5.1.7.2. Manual Control of Overboard Discharge from Cargo Side of a Tanker**

Where following an ODME failure a tanker ship may request utilising temporarily a manually operated alternative method of discharge control as outlined in MARPOL I, Reg.31.2 the following specific conditions shall be observed concurrently with those addressed in 5.1.7.1 above:

- a. It should be illustrated substantially the tanker ship is in the situation demanding conducting an overboard discharge prior to ODME equipment made operational and no free capacity in slop tank(s) is available;
- b. Operational procedures and training requirements for conducting a manually operated alternative method of discharge control are in place within the ship's SMS documentation and are sufficiently implemented;
- c. On every occasion where a manually operated alternative method of discharge control from cargo side has been utilised an entry under code letter O shall be produced in ORB2 in addition to an entry under code letter H or I in order to confirm a manual method of control had been used;
- d. The agreement for utilising a manually operated alternative method of discharge control may be issued to allow the ship to complete the current voyage only. ODME shall be brought in order, or sufficient slop tank(s) capacity made available prior to a tanker ship receiving the

next cargo;

These provisions are not applicable to FPSO, FSO or other stationary MODU units.

#### **5.1.8. Interpretation of Regulation 43A**

The BMA accepts that a ship delivered before 1 August 2010 but that complies with regulation 12A, can make use of the exemption in regulation 43A.2 until 30 June 2029.

For ships not subject to regulation 12A, the BMA notes that regulation 12A.11 is an alternative to compliance with regulations 12A.6, 7 & 8. Therefore, if compliance with regulation 12A.11 (accidental oil fuel outflow performance) can be documented and the remainder of regulation 12A is complied with, the BMA accepts the continued use of HFO until 30 June 2029.

### **5.2. Annex II: Control of Pollution by Noxious Liquid Substances in Bulk**

#### **5.2.1. Carriage of Vegetable oil**

Please refer to [BMA Marine Notice 58<sup>31</sup>](#).

#### **5.2.2. Dual Certificates of Fitness**

The BMA allows the issue of dual certificates of fitness for Type 2 chemical tankers that also comply with the requirements for Type 3 vessels carrying vegetable oils. Dual certificates of fitness may be directly issued to a vessel by the Recognised Organisation; however, the BMA shall be notified of such cases.

When a ship is issued with dual certificates of fitness:

- For paper certificates, the unused certificates must be placed in a sealed envelope and kept in the custody of the Master (NOT in the current certificates file).

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<sup>31</sup> Formerly BMA Information Bulletin No. 90

- For electronic certificates, both the active and inactive certificates shall be displayed on the Recognised Organisation's database and shall be capable of being verified. Preferably the system should highlight which certificate is active.

Where there is no change to the physical arrangements on board related to the certificate of fitness, the following procedures are to be in place:

- The process for changing the certificate of fitness is to be described in the Safety Management System;
- The Company is to inform the Recognised Organisation each time the certificate of fitness is changed;
- The ship must comply fully with all requirements appropriate for the ship type corresponding to the certificate of fitness;
- Only one certificate of fitness shall be in use at any time;
- The Master is to make an entry in the ship's Official Logbook on every occasion that the certificate of fitness is changed;
- The Recognised Organisation is to ensure that both certificates of fitness are endorsed at annual, intermediate and renewal surveys and check the cargo list against the certificate of fitness;
- Recognised Organisations are to ensure that the above procedures are in place when conducting ISM audits.

Where there is a change in physical arrangements on board related to the certificate of fitness, the above is to be verified at the change of certificates by a Recognised Organisation surveyor.

#### **5.2.3. Shipboard Marine Pollution Emergency Plan (SMPEP)**

SMPEPs approved by any Recognised Organisation on behalf of other Administrations, or approved directly by other Administrations, are not acceptable. Accordingly, the SMPEP is to be approved on behalf of The Bahamas by a Bahamas Recognised Organisation when the vessel joins the Registry.

#### **5.2.4. Tank Stripping tests**

Stripping tests required by MARPOL Annex II, Regulations 12.1, 12.2 & 12.3 are to be carried out at initial and renewal surveys for all ships to which these regulations apply. The minimum extent of testing is to be



in accordance with paragraph 1.2.2 of Appendix V of MARPOL Annex II, provided at least one tank of each similar type is tested to the satisfaction of the attending Recognised Organisation surveyor.

In the application of Paragraph 1.2.2 of Appendix V of MARPOL Annex II, the BMA considers that a “similar tank” is a “similar tank” on the same ship, not a “similar tank” on a sister ship.

### **5.3. Annex III: Prevention of Pollution by Harmful Substances carried by Sea in Packaged Form**

There are no survey or certification requirements for Annex III. The BMA has no special or additional instructions.

### **5.4. Annex IV: Prevention of Pollution by Sewage from Ships**

#### **5.4.1. General**

Please refer to [BMA Marine Notice 59<sup>32</sup>](#)

### **5.5. Annex V: Prevention of Pollution by Garbage from Ships**

#### **5.5.1. General**

Annex V applies to all ships, including private yachts.

Please refer to [BMA Marine Notice 60<sup>33</sup>](#)

#### **5.5.2. Survey & certification**

There are no survey or certification requirements for Annex V. The BMA has no objection to the issue of so-called “*Statements of compliance with MARPOL Annex V*” by its Recognised Organisations, but as there are no certification requirements under MARPOL Annex V, they **are not** to be issued on behalf of The BMA or the Commonwealth of The Bahamas.

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<sup>32</sup> Formerly BMA Information Bulletin No. 166

<sup>33</sup> Formerly BMA Information Bulletin No. 169

**5.5.3. Placards, garbage management plans & record keeping**

Every ship of 12 metres or more in length overall and fixed or floating platforms shall display placards which notify the crew and passengers of the discharge requirements of Annex V. The placards shall be in the working language of the ship and, where English is not the working language, in English. Placards are available to purchase from the BMA – please email [publications@bahamasmaritime.com](mailto:publications@bahamasmaritime.com).

Every ship of 100 gross tonnage and above, every ship which is certified to carry 15 or more persons (including yachts) and fixed or floating platforms shall carry a garbage management plan which the crew shall follow. The garbage management plan shall be in the working language of the ship and, where English is not the working language, a copy shall be maintained in English.

A Garbage Record Book Part I shall be provided to every ship of 400 gross tonnage and above, every ship which is certified to carry 15 or more persons engaged in voyages to ports or offshore terminals under the jurisdiction of another Party to the Convention and every fixed or floating platform, to record the discharge of garbage.

A Garbage Record Book Part II shall also be provided to record discharge of cargo residues for ships that carry solid bulk cargoes.

**5.5.4. Discharge of boiler and/or economiser wash water**

Paragraph 1.7.3 of [MEPC.219\(63\) Guidelines for the implementation of MARPOL Annex V](#) provides a non-exhaustive list of discharges considered essential to the operation of a ship. In the opinion of the BMA, the discharge of boiler/economiser wash down water (soot drains), where essential to the operation of the ship, should be treated in the same manner as the examples listed in para. 1.7.3 of MEPC.219(63) and should not be considered 'operational waste' as defined in MARPOL V/1.12. As such there should be no obligation to handle such discharges as "garbage".

Notwithstanding the above, it is the responsibility of the Company, to ensure that this interpretation is shared by individual port States, if applicable.

**5.5.5. Thermal Waste Treatment Devices**

Thermal Waste Treatment Devices (TWTDs) are devices which pyrolyse waste in the absence of oxygen and are not currently specifically regulated by MARPOL Annex V or VI.

TWTDs shall however comply with the provisions of MEPC.373(80) 2023 Guidelines for Thermal Waste Treatment Devices (TWTD) to the maximum extent possible.

The BMA accepts TWTDs as an alternative compliance method to that specified in Regulation 16 of MARPOL Annex VI (Shipboard Incineration) and will issue equivalents under Regulation 4, provided that:

- a. Emissions shall not exceed those specified in Regulation 16 of MARPOL Annex VI (i.e. MEPC.244(66)).
- b. Any local emissions requirements are to be established by the Company and adhered to.
- c. The prohibitions in Regulations 16.2 and 16.3 of MARPOL Annex VI continue to apply.

The BMA will consider issuing equivalents to novel TWTDs whilst on test/trial, subject to the same conditions specified above.

All applications for equivalence are to be submitted to the BMA by the Recognised Organisation on behalf of owners.

**5.6. Annex VI: Prevention of Air Pollution from Ships**

Please refer to BMA Marine Notices 61, 62 and 63<sup>34</sup>.

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<sup>34</sup> Formerly BMA Information Bulletin Nos.75, 172 and 183

## 6. CONVENTION ON THE INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA 1974 (COLREGS)

### 6.1. Rule 23

With reference to the requirement in rule 23(a)(ii) for a second masthead light for vessels over 50 metres in length, the BMA will consider requests for exemption from this requirement on a case by case basis.

All applications for exemption are to be submitted by the Recognised Organisation in accordance with BMA Marine Notice 08.

### 6.2. Rules 27 and 28

With reference to lights required to be displayed for rule 27 - "*Vessels not under command or restricted in their ability to manoeuvre*" and rule 28 - "*Vessels constrained by their draught*", permanent fixture is not required. However, there must be adequate means of hoisting the lights and there must be a ready source of electrical power available for them.

### 6.3. Part C and Annex I

Any modification of an existing vessel or any new vessel with novel arrangements which result in non-compliance with any of the requirements of Part C and Annex I of the COLREGs shall be assessed in accordance with BMA Marine Notice 08. In reviewing any application, the Recognised Organisation shall ensure that effective operational measures have been introduced.

If an arrangement is accepted, the information shall be displayed in the navigating space so as to be readily available for the Officer in Charge of the Navigation Watch.

## 7. INTERNATIONAL CONVENTION FOR THE CONTROL AND MANAGEMENT OF SHIP'S BALLAST WATER AND SEDIMENTS 2004 (BWM)

### 7.1. General

Please refer to [BMA Marine Notice 65<sup>35</sup>](#)

### 7.2. Ballast water management system alarms

Ballast water management systems require *"...audible and visual alarm signals...in all stations from which ballast water operations are controlled."*

In order to minimise any impact on navigational safety as a result of alarms sounding on the bridge, the BMA accepts the following arrangements as meeting the intent of this requirement:

- There is a visual and audible alarm in the engine control room;
- The engine control room is manned at all times during ballast operations;
- There is a visual alarm on the bridge.

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<sup>35</sup> Formerly BMA Information Bulletin No. 165

## **8. INTERNATIONAL CONVENTION ON THE CONTROL OF HARMFUL ANTIFOULING SYSTEMS ON SHIPS (AFS CONVENTION)**

### **8.1. General**

The AFS Convention entered into force on 17 September 2008. Article 4(2) of the Convention allowed for the status quo for coatings for a period not exceeding 60 months following application.

### **8.2. MODUs and Offshore Units**

Offshore units and MODUs constructed prior to 01 January 2003 which have not undergone a bottom survey in dry dock, do not need to comply with the AFS Convention until the first bottom survey in dry dock.

## **9. INTERNATIONAL CONVENTION ON LOAD LINES 1966 & 1988 PROTOCOL**

### **9.1. General**

Multiple Load Line certificates may be directly issued to a ship by the Recognised Organisation upon authorisation from BMA. BMA shall be notified of such requests and advised of the ship's highest deadweight tonnage.

When a ship is issued with multiple Load Line certificates:

- For paper certificates, the unused certificates must be placed in a sealed envelope and kept in the custody of the Master (NOT in the current certificates file).
- For electronic certificates, both the active and inactive certificates shall be displayed on the Recognised Organisation's database and shall be capable of being verified. Preferably the system should highlight which certificate is active.

The following must be verified for issuance or change of Load Line certificates:

- The ship must comply fully with all statutory requirements appropriate for a ship of the maximum deadweight corresponding to the minimum freeboard assigned in the certificates issued;
- There must be no reduction in safety standards when sailing at an increased or decreased deadweight;
- Only one set of Load Line permanent marks shall be on display at any time corresponding to the current Load Line certificate, and the other sets shall be obliterated by paint;
- The Master must ensure, with a Recognised Organisation surveyor in attendance, that the correct set of marks are displayed together with the corresponding Load Line certificate, that the other sets of marks are properly obliterated, and that the other Load Line certificates are in safekeeping and not on display. In the case of Recognised Organisation surveyor unavailability, the change of Load Line may be carried out on the Master's instructions, provided that arrangements for verification at the next available port have been agreed with the Recognised Organisation;
- The Master is to make an entry in the ship's Official Logbook on every occasion that the Load Line marks are changed;
- The Recognised organisation is to ensure that all marks are verified, and all corresponding Load Line certificates endorsed at each subsequent Load Line survey.



## **9.2. Multiple SOLAS and/or MARPOL Certificates for ships with multiple Load Lines**

Only one set of SOLAS and/or MARPOL certificates shall be in use denoting the maximum deadweight for the vessel.

However, where owners request statutory certificates to display the additional permitted deadweights for commercial reasons, multiple SOLAS and/or MARPOL certificates may be directly issued to a ship by the Recognised Organisation without specific BMA authorisation. However, the BMA shall be notified of such cases.

The SOLAS and/or MARPOL certificates in use must correspond with the Load Line Certificate that is currently in use.

When a ship is issued with multiple SOLAS and/or MARPOL certificates:

- For paper certificates, the unused certificates must be placed in a sealed envelope and kept in the custody of the Master (NOT in the current certificates file).
- For electronic certificates, both the active and inactive certificates shall be displayed on the Recognised Organisation's database and shall be capable of being verified. Preferably the system should highlight which certificate is active.
- When a ship has been issued with multiple SOLAS and/or MARPOL certificates and if a statutory condition has been imposed on one of the certificates or a certificate has been issued as conditional or short term, the Recognised Organisation shall ensure that ALL copies of that certificate for all deadweights are short term or conditional, replicating the same statutory condition. .

For clarity, the following example refers.

A ship has been issued with multiple Load Line certificates denoting 5 different deadweight values. Upon the owners request a similar set of 5 different IOPP certificates stating the same deadweight values have been issued. In case of Oily Water Separator breakdown, which will necessitate imposing an Outstanding

Statutory Recommendation and issuing a Short Term IOPP Certificate with a temporary dispensation to the requirements of MARPOL Annex I, Regulation 14, all 5 IOPP Certificates with different deadweights shall be issued as Short Term, replicating the similar dispensation text.

## 10. INTERNATIONAL CONVENTION ON TONNAGE MEASUREMENT OF SHIPS 1969

### 10.1. General

Recognised Organisations are authorised to conduct tonnage survey and certification. All ships are to be measured under the International Convention on Tonnage Measurement, 1969, as amended.

### 10.2. New buildings and conversions

For new build ships or existing Bahamian ships undergoing major conversion, the initial certificate of survey and tonnage certificate are to be issued prior to provisional registration or on completion of the conversion, unless otherwise agreed between the Registrar and the Recognised Organisation.

The initial International Tonnage Certificates must be forwarded to the BMA office where the ship is registered (London, Nassau, New York, Hong Kong, Piraeus, or Tokyo), without due delay. The office of ship registry is denoted on the Certificate of Registry by the prefix to the year of registry; L is London, N is Nassau, NY is New York, HK is Hong Kong, P is Piraeus, T is Tokyo.

If the office of ship registry is not known, the International Tonnage Certificate is to be forwarded to the nearest BMA office.

### 10.3. Change of flag

For existing ships changing flag to The Bahamas, the certificate of survey and tonnage certificate issued under the losing flag are to be provided before registration of the ship. The Bahamas Certificate of Survey and Tonnage certificate are to be issued at, or as soon as possible after, registration and subsequent change of flag, but in any case, no longer than three months after the change of flag as per the provisions of Article 10(3) of the Tonnage Convention.

### 10.4. Alterations resulting in changes to gross and/or net tonnage

In general, as per Regulation 5(1) of the International Convention on Tonnage Measurement of Ships (ITMC) 1969 and Regulation 11(1) of the Merchant Shipping (Tonnage) Regulations 1982, a new

International Tonnage Certificate shall be issued when alterations in the values of  $V$ ,  $V_C$ ,  $d$ ,  $N_1$  or  $N_2$ , as defined in Regulations 3 and 4 of ITMC1969, result also in an increase in the Net Tonnage.

If there is no increase of the Net tonnage, the existing certificate should be annotated with details of the new structure and the effect it has on the tonnage.

Where there is an increase in gross tonnage of less than 1% due to alterations or modifications for operational purposes (e.g. installation of ballast water treatment systems, exhaust gas cleaning systems, offshore project equipment etc.), a new certificate need not be issued unless specifically requested by the Owners. Where a new certificate is not requested, the existing Tonnage Certificate should be annotated with details of the alterations or modifications and the effect this has on the tonnage.

## **11. INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS 1978 (STCW)**

### **11.1. General**

Please refer to Please refer to BMA Marine Notices 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 26, 27, 28, 29, 32, 35, 38, and 44, and Information Notices 04 and 15.<sup>36</sup>

### **11.2. Training**

If STCW training that requires approval is being carried out on board, the Recognised Organisation shall verify that a valid STCW approval document is on board.

Any familiarisation training should be incorporated in the SMS.

### **11.3. Approval of Training Providers**

The BMA has granted approval to some Companies and training providers to undertake training and issue appropriate certificates under the authority of BMA as per STCW Conventions and SOLAS/HSC Codes.

Details of the Companies, Training Providers and the approvals granted are available on the BMA website ([www.bahamasmaritime.com](http://www.bahamasmaritime.com)).

Please refer to [BMA Marine Notice 12](#)<sup>37</sup>.

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<sup>36</sup> Formerly Information Bulletin Nos. 86, 103, 104, 105, 106, 107, 108, 115, 118, 121, 124, 129, 130, 135, 137, 138, 140, 144, 147, 151 and 153

<sup>37</sup> Formerly BMA Information Bulletin No. 86

## 12. ILO CONVENTIONS

### 12.1. ILO Convention Ratifications

The Bahamas has ratified the following conventions, relevant to the Bahamas fleet:

- ILO Convention 7: Minimum age at sea
- ILO Convention 22: Seaman's articles of agreement
- ILO Convention 147: Merchant Shipping (Minimum Standards)
- ILO Maritime Labour Convention, 2006

### 12.2. Maritime Labour Convention, 2006 (MLC 2006)

#### 12.2.1. General

The Maritime Labour Convention, 2006 (MLC 2006) applies to all ships, except where specified in BMA Marine Notice 31.

All ships under 500 gross tonnage must comply with the Convention but do not require certification. The BMA will authorise the issue of a Maritime Labour Certificate for ships to which the MLC 2006 does not apply, or ships under 500 gross tonnage, on a voluntary basis, upon application by the ship owner.

Please refer to Please refer to BMA Marine Notices 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 26, 27, 28, 29, 32, 35, 38, and 44, and Information Notices 04 and 15.<sup>38</sup>

#### 12.2.2. Exemptions, equivalence, dispensations, and interpretations

All applications for exemption, equivalence, dispensations, etc. from MLC 2006 requirements, except as noted in paragraph 12.3.2 below, are to be made direct to the BMA by the ship owner, with relevant supporting information. Requests for interpretation of MLC 2006 are also to be addressed direct to the BMA.

<sup>38</sup> Formerly Information Bulletin Nos. 86, 103, 104, 105, 106, 107, 108, 115, 118, 121, 124, 129, 130, 135, 137, 138, 140, 144, 147, 151 and

**12.2.3. Change of Owner, Manager or Certifying Body**

The Maritime Labour Certificate will be invalidated when:

- The owner or company responsible for the management of a ship is transferred to another company; or,
- The Maritime Labour convention certifying body is transferred to another Bahamas Recognised Organisation.

In such circumstances the invalidated Maritime Labour Certificate is to be removed from the ship and returned to the issuing Recognised Organisation for disposal.

**12.3. Crew Accommodation****12.3.1. Ships with keel laid before 20 August 2013**

The Bahamas Merchant Shipping (Crew Accommodation) Regulations are intended to give effect to ILO Convention 133 standards, which are supplementary to ILO Convention 92. Therefore, accommodation on board Bahamian ships with a keel laying date before 20 August 2013 shall be surveyed for compliance with the Bahamas Merchant Shipping (Crew Accommodation) Regulations utilising the standards set out in ILO Convention 133.

The BMA will consider relaxations or exemptions from the provisions of the Merchant Shipping (Crew Accommodation) Regulations and/or ILO 133 requirements where appropriate. Some common examples are:

- Common mess room facilities;
- Deviation from required cabin arrangements;
- Toilet and shower facilities.

Any requests for exemptions are to be made via the Recognised Organisation as per [BMA Marine Notice 05<sup>39</sup>](#).

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<sup>39</sup> Formerly BMA Information Bulletin No.8



Any exemptions issued on behalf of The Bahamas shall contain the caveat that conditions not in accordance with Bahamas Merchant Shipping (Crew Accommodation) Regulations must be acceptable to the affected joining crew member(s) and the relevant seafarer's representative body or union.

#### **12.3.2. Crew Accommodation – ships with keel laid on or after 20 August 2013**

Accommodation on board Bahamian ships with a keel laying date on or after 20 August 2013 shall be surveyed for compliance with the Bahamas Merchant Shipping (Maritime Labour Convention) Regulations utilising the standards set out in MLC 2006 and the guidance in BMA Marine Notice 39<sup>40</sup>.

Any requests for exemptions related to the construction and equipment requirements of MLC, 2006 are to be made via the Recognised Organisation as per BMA Marine Notice 05.

### **12.4. Medical Stores**

#### **12.4.1. Carriage Requirements**

Medical stores on board Bahamian ships should comply with the Merchant Shipping (Medical Stores) Regulations 1986, as amended. These are in line with the UK MCA scales contained in [MSN 1768 \(M+F\)](#). Alternatively, the [World Health Organization \(WHO\) International Medical Guide for Ships, 3rd Edition](#) may be used as an equivalent.

The quantity of stores required depends on voyage type and vessel type.

The medical locker shall be inspected at least once every 12 months, in accordance with Regulation 24(6) of the Merchant Shipping (Maritime Labour Convention) Regulations 2012. This inspection shall be recorded in the Official Logbook.

All medicines and stores are to be properly stowed and in date for the intended voyage.

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<sup>40</sup> Formerly BMA Information Bulletin No.139

Vessels that carry dangerous goods are to comply with the additional medical stores requirement contained within the IMDG Code.

#### **12.4.2. Medical Oxygen Sets**

Medical Oxygen cylinders should be sent ashore for refill/refreshment as per the manufacturer's instructions or the expiry date marked on individual cylinders.

Pressure regulators for medical oxygen require periodic servicing as per the manufacturer's instructions. Only suitably trained and qualified persons, experienced in the servicing of oxygen regulators, should undertake servicing of oxygen equipment. Contamination of oxygen systems with oil or grease may result in an explosion and care must therefore be taken to ensure that all parts of the oxygen system are kept free of oil and grease.

Hydrostatic pressure testing of medical oxygen cylinders shall be undertaken at least once every 5 years, or on a more frequent basis if required by the manufacturer's instructions.

### **12.5. Fresh & Potable Water**

#### **12.5.1. Fresh & Potable Water Disinfection**

Fresh and potable water is to be treated in accordance with the Bahamas Merchant Shipping (Crew Accommodation) Regulations, as amended. The guidance provided in the World Health Organisation (WHO) [Guidelines for Drinking Water Quality](#) should be taken into account.

#### **12.5.2. Use of Plastic Pipework in Domestic Fresh Water Systems**

The BMA accepts the use of plastic pipework in domestic freshwater systems that complies with the requirements of [IMO Assembly Resolution A.753\(18\)](#), as amended by [MSC.313\(88\)](#).

In consideration of the alternative acceptance of national standards in accordance with paragraph 4.4.2 of [IACS UR P4](#), the BMA allows the application of national standards (e.g. ASTM D635) to determine the flame spread characteristics on plastic piping on board Bahamian ships.

## **12.6. Lifting Equipment**

### **12.6.1. General Requirements for Lifting Equipment**

The Bahamas [Merchant Shipping \(Hatches and Lifting Plant\) Regulations](#) give effect to the requirements of [ILO Convention 152](#) for ship's lifting gear.

Annual inspections of lifting gear shall be carried out by a "competent person". The meaning of "competent person" for the purposes of the MS (Hatches and Lifting Plant) Regulations is "*a person over the age of 18 possessing the knowledge and experience required for the performance of thorough examinations and tests of ships' lifting plant*" (Regulation 2) and may include a suitably knowledgeable, trained and experienced senior member of the crew.

Training of the competent person may be carried out by qualified trainers from within or outside the Company. The Company is responsible for verifying the competence of the person or organisation carrying out inspections on lifting gear.

ILO Convention 152 is also applied by the BMA to offshore installations, including FPSO/FSU, in order to ensure that a satisfactory inspection and survey standard is applied. See separate entry in this document under MODU Code.

### **12.6.2. Personnel Lifts (Elevators)**

The MS (Hatches & Lifting Plant) Regulations and ILO 152 do not apply to personnel lifts (elevators).

Lifts fitted on Bahamian ships should comply with ISO 8383:1985. The ASME Elevator Code A.17.1, and EN81-20:2020 may be accepted as an equivalent.

Required inspections are:

- routine inspection and test at intervals not exceeding six months;
- periodic inspections at one, three and five years;
- acceptance inspection at the commissioning of a new or altered elevator.

Inspections are to be carried out by a “competent person” and the Company is responsible, under the ISM Code, for ensuring that the person carrying out the inspections is competent. A “competent person” for the purposes of this section is defined in [BMA Marine Notice 89<sup>41</sup>](#). The Company is responsible for providing the competent person with the necessary information to be able to complete the inspection safely.

Emergency instructions and signs are to be posted in order to ensure safe operation and use.

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<sup>41</sup> Formerly BMA Information Bulletin No. 89

## **13. INTERNATIONAL CODE OF SAFETY FOR HIGH SPEED CRAFT (HSC CODE)**

### **13.1. Survey & Certification**

Recognised Organisations are authorised to conduct surveys, review plans and issue certification in respect of the International Code of Safety for High Speed Craft, 1994 (the 1994 HSC Code) and the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code).

Amendments to the HSC Codes are to be applied according to the original intended application, unless otherwise stated.

Where applicable, Recognised Organisations shall verify that the vessel complies with the conditions, including manning and qualification of the Officers and ratings, specified in the vessel's Permit to Operate.

### **13.2. Permits to Operate**

High Speed Craft Permits to Operate are issued by the BMA. The Company shall apply direct to the BMA for a High-Speed Craft Permit to Operate using [Form R107](#). Relevant supporting information should be included with the application.

### **13.3. HSC Type Rating Training**

The BMA accepts training that has been carried out under the approval of a country recognised by The Bahamas (see [BMA Marine Notice 13<sup>42</sup>](#)). Alternatively, the company may apply for the Type Rating training to be approved by the BMA in accordance with [BMA Marine Notice 12<sup>43</sup>](#).

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<sup>42</sup> Formerly BMA Information Bulletin No. 121

<sup>43</sup> Formerly BMA Information Bulletin No. 86

## **14. CODE OF SAFETY FOR DYNAMICALLY SUPPORTED CRAFT (DSC CODE)**

### **14.1. Survey & Certification**

Recognised Organisations are authorised to conduct surveys, review plans and issue certification in respect of the Code of Safety for Dynamically Supported Craft (DSC Code).

Amendments to the DSC Code are to be applied according to the original intended application, unless otherwise stated.

Where applicable, Recognised Organisations shall verify that the vessel complies with the conditions, including manning and qualification of the Officers and ratings, specified in the vessel's Permit to Operate.

### **14.2. Permits to Operate**

Dynamically Supported Craft Permits to Operate are issued by the BMA. The Company shall apply direct to the BMA for a Dynamically Supported Craft Permit to Operate using [Form R107](#). Relevant supporting information should be included with the application.

### **14.3. DSC Type Rating Training**

The BMA accepts training that has been carried out under the approval of a country recognised by The Bahamas (see [BMA Marine Notice 13<sup>44</sup>](#)). Alternatively, the company may apply for the Type Rating training to be approved by the BMA in accordance with [BMA Marine Notice 12<sup>45</sup>](#).

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<sup>44</sup> Formerly BMA Information Bulletin No. 121

<sup>45</sup> Formerly BMA Information Bulletin No. 86

## 15. INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (IBC CODE)

### 15.1. General

The BMA has no special or additional instructions.



## **16. CARRIAGE OF LIQUEFIED GASES IN BULK (GC CODE & IGC CODE)**

### **16.1. General**

The BMA has no special or additional instructions.

## 17. INTERNATIONAL MARITIME SOLID BULK CARGOES CODE (IMSBC CODE)

### 17.1. Self-unloading (SUL) bulk carriers

Routine on board operational fire safety risk assessments shall be carried out by the ship's crew for cargo handling areas on self-unloading bulk carriers featuring internally installed conveyor systems within the ship's structure. Due consideration shall be given to fire prevention and the effective operation of fire detection systems, containment and suppression under all anticipated operating conditions and cargoes. The fire safety risk assessments shall be detailed in the ships Safety Management System (SMS) together with a recommended timing to provide regular assessments.

## **18. INTERNATIONAL CODE ON INTACT STABILITY (IS CODE)**

### **18.1. General**

The BMA currently has no alternate or additional requirements, or specific interpretations to the recommendations in Part B of the 2008 IS Code.

## **19. INTERNATIONAL CODE FOR THE SAFE CARRIAGE OF GRAIN (GRAIN CODE)**

### **19.1. General**

The BMA has no special or additional instructions.

## 20. CODE OF SAFETY FOR DIVING SYSTEMS

### 20.1. General

Recognised Organisations are authorised to conduct surveys for the issue and maintenance of certification of diving systems installed on Bahamian ships.

The standards to be complied with in respect of statutory certification are those as contained in the applicable annexes to IMO Assembly Resolutions [A.831\(19\) Code of Safety for Diving Systems, 1995](#), [A.692\(17\) Guidelines and Specifications for Hyperbaric Evacuation Systems](#) and [MSC.548\(107\) International Code of Safety for Diving Operations, 2023](#).

Further guidance is provided in [BMA Marine Notice 73<sup>46</sup>](#).

### 20.2. Hyperbaric evacuation systems

#### 20.2.1. Number

Please refer to section 5.1 of [BMA Marine Notice 73](#).

#### 20.2.2. Drills and Launching

Please refer to section 5.2 of [BMA Marine Notice 73](#).

#### 20.2.3. Safety Equipment Certificate

Please refer to section 5.3 of [BMA Marine Notice 73](#).

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<sup>46</sup> Formerly BMA Information Bulletin No. 93

## 21. GUIDELINES FOR THE DESIGN AND CONSTRUCTION OF OFFSHORE SUPPLY VESSELS AND THE OSV CODE

### 21.1. Guidelines for the design and construction of offshore supply vessels

Ships constructed (keel laid or similar stage of construction) on or after 01 June 2017 may comply with [MSC.235\(82\) \*Guidelines for the design and construction of offshore supply vessels, 2006\*](#) as an equivalent to the relevant requirements of SOLAS, in particular to the stability criteria of the IS Code, as amended.

Ships constructed (keel laid or similar stage of construction) on or after 19 May 1982 but before 01 June 2017 may comply with [A.469\(XII\) \*Guidelines for the design and construction of offshore supply vessels\*](#) as an equivalent to the relevant requirements of SOLAS.

### 21.2. Application of MSC.335(90) stability requirements

Ships with a keel laying date on or after 22 November 2012 should comply with the amendments to MSC.235(82) specified in [MSC.335\(90\)](#).

Where ships constructed on or after 22 November 2012 do not comply with MSC.335(90), the BMA will consider the actual arrangements on a case-by-case basis. Applications shall be made by the Recognised Organisation to the BMA with full details of the actual arrangements and where they differ from MSC.335(90).

### 21.3. OSV Code

The BMA recommends the application of [A.863\(20\) \*Code of safe practice for the supply of cargoes and persons by offshore supply vessels \(OSV Code\)\*](#) to offshore supply vessel operations.

## 22. CODE FOR THE TRANSPORT AND HANDLING OF HAZARDOUS AND NOXIOUS LIQUID SUBSTANCES IN BULK ON OFFSHORE SUPPORT VESSELS (OSV CHEMICAL CODE)

### 22.1. Application of the Code

Ships constructed (keel laid or similar stage of construction) on or after 01 January 2018 shall comply with *A.1122(30) Code for the Transport and Handling of Hazardous and Noxious Liquid Substances in Bulk on Offshore Support Vessels (OSV Chemical Code)*. Deviations from this requirement will be considered by the BMA on a case by case basis.

Ships constructed on or after 19 April 1990 but before 01 January 2018 shall comply with the OSV Chemical Code, other than the stability provisions of Chapter 2 of the Code, subject to the agreement of the BMA.

Ships constructed before 19 April 1990 and ships that do not fully comply with the OSV Chemical Code will be considered on a case by case basis by the BMA. Applications should be made by the Recognised Organisation to the BMA with full supporting information and details on the extent of compliance.

### 22.2. Temporary Equipment & Chemicals used for Subsea Operations

Whilst the previous instrument, *A.673(16) Guidelines for the Transport and Handling of Limited Amounts of Hazardous and Noxious Liquid Substances in Bulk on Offshore Support Vessels*, as amended, only applied to the carriage of limited amounts of hazardous and noxious liquid substances in bulk (HNLS), the OSV Chemical Code applies to any amount of HNLS.

Where temporary equipment and chemicals are installed for subsea operations, the OSV Chemical Code shall be applied to the extent practicable, however a Certificate of Fitness is not required. The Company shall undertake a risk assessment for the specific operation concerned, which should address all identifiable hazards associated with the chemicals to be used. Chemicals shall only be discharged to sea in accordance with the requirements of the relevant coastal State - the Company is responsible for obtaining the necessary licences/permission.



The transport of chemicals for discharge to offshore installations falls within the provisions of the OSV Chemical Code and the Code should be applied in full for such operations.

### 22.3. Carriage of Oil (MARPOL Annex I Cargoes)

Regulation 1.5 of MARPOL Annex I defines an oil tanker as a “*ship constructed or adapted primarily to carry oil in bulk in its cargo spaces*”.

In general, where the quantity of oil to be carried is more than 50% of deadweight, the vessel will be considered as an oil tanker and will be required to comply with the relevant requirements for oil tankers.

Applications for deviations from this requirement will be considered on a case by case basis and shall be made by the Recognised Organisation to the BMA with full supporting information.

### 22.4. Carriage of methanol in bulk

The carriage of methanol (methyl alcohol) in bulk is becoming common in the offshore oil and gas industry. Guidance for offshore carriage of methanol by sea is limited so the [Oil Companies International Marine Forum \(OCIMF\)](#) and [Marine Safety Forum \(MSF\)](#) have created a best practice document entitled *The carriage of methanol in bulk on offshore vessels*.

The BMA recommends that offshore vessels carrying methanol in bulk should take into account the OCIMF/MSF document.

## **23. CODE OF SAFETY FOR SPECIAL PURPOSE SHIPS (SPS CODE)**

### **23.1. General**

Please refer to BMA Marine Notice 103.

## **24. CODE FOR THE CONSTRUCTION AND EQUIPMENT OF MOBILE OFFSHORE DRILLING UNITS (MODU CODE)**

### **24.1. Drilling Units**

All drilling units shall be surveyed against the applicable parts of the 1979, 1989 or 2009 MODU Code, as applicable, unless otherwise agreed by the BMA (for example, where the coastal State requires compliance with SOLAS or national regulations).

Recognised Organisations are authorised to issue MODU Code Safety Certificates as required by the 1979, 1989 or 2009 Code, as applicable.

In addition to the MODU Certificate and where required by the coastal state, the Recognised Organisation may issue a Statement of Compliance with the Special Purpose Ship Code.

During survey and certification of MODU or any other offshore unit, any reference to SOLAS shall incorporate the most recent SOLAS requirements.

### **24.2. Non-drilling Units**

#### **24.2.1. *Application of the MODU Code to non-drilling units***

Drilling tenders and other offshore vessels such as pipe laying barges, accommodation units etc., are very similar in many respects to MODUs, therefore the applicable parts of the MODU Code may be applied to them. Consequently, upon satisfactory completion of design appraisals and initial surveys in accordance with the provisions of the MODU Code applicable to the unit (1979, 1989 or 2009 version), using an approach similar to that applied to MODUs not constructed fully under the requirements of the MODU Code, a Bahamas National Mobile Offshore Unit (MOU) Safety Certificate may be issued.

In addition to the Bahamas national MOU Certificate and where required by the coastal state, the Recognised Organisation may issue a Statement of Compliance with the Special Purpose Ship Code (see also 22.2).

### **24.3. Units constructed prior to 1979 MODU Code**

Units constructed prior to the adoption of the 1979 MODU Code are to be certified under the 1979 MODU Code.

Such units are to be subject to a gap analysis by the Recognised Organisation issuing the MODU Certificate and any areas of non-compliance with the 1979 MODU Code identified are to be reported to the BMA. The Recognised Organisation is to provide a suitable recommendation to the BMA for acceptance of any non-compliances or to agree any upgrades which may be necessary to ensure compliance. The BMA will consider each non-compliance on a case by case basis.

Upon satisfactory completion of design appraisals, initial surveys in accordance with the provisions of the 1979 MODU Code and acceptance of any non-conformity by the BMA, a Bahamas National MODU or MOU Certificate may be issued to the unit as applicable.

Notwithstanding the above, units constructed prior to 1979 MODU Code are not precluded from fully complying with the 1989 MODU Code or 2009 MODU Code if so wished by the owners.

### **24.4. Requirements applicable to all Mobile Offshore Units**

#### **24.4.1. *Safe Manning***

The BMA applies IMO Resolution A.1079(28) and has issued guidance on manning and qualification of seafarers on board offshore units. Please refer to BMA Marine Notices 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 26, 27, 28, 29, 32, 35, 38, and 44, and Information Notices 04 and 15.<sup>47</sup>

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<sup>47</sup> Formerly Information Bulletin Nos. 86, 103, 104, 105, 106, 107, 108, 115, 118, 121, 124, 129, 130, 135, 137, 138, 140, 144, 147, 151 and

**24.4.2. Safety of Navigation****24.4.2.1. 1979 and 1989 MODU Code**

The 1979 and 1989 MODU Codes do not require compliance with SOLAS Chapter V requirements. Vessels subject to MODU Code survey which undertake self-propelled voyages shall be surveyed against SOLAS Chapter V requirements. On completion of satisfactory survey, a Statement of Compliance with SOLAS Chapter V may be issued on behalf of The Bahamas by the Recognised Organisation. Any non-compliant items are to be agreed with the BMA.

**24.4.2.2. 2009 MODU Code**

The 2009 MODU Code requires compliance with SOLAS Chapter V requirements. The BMA may exempt individual units from this requirement in accordance with Regulation 3 of SOLAS Chapter V. Applications for exemption shall be made by the Recognised Organisation as per BMA Marine Notice 08.

**24.4.3. Lifeboat testing**

The requirements of IMO Resolutions MSC.81(70) & [A.689\(17\)](#) apply to the testing of all new lifeboats, regardless of their means of launching (e.g. free-fall lifeboats are required to be tested).

The sister ship rule may be applied to the 5-knot launch test required by LSA Code Part 2, Para. 5.4, whereby the test is only necessary for the first vessel of a contracted series of ships with identical arrangements, and where the geometry of the lifeboat launching arrangement is also verified as being identical to the first vessel which has been satisfactorily tested.

**24.4.4. Exemption from the carriage of lifeboat food rations and fishing tackle**

Offshore units operating outside the 200-mile limit and those undertaking positioning and delivery voyages which take them beyond the 200-mile limit must be referred to the BMA for consideration on a case by case basis.

**24.4.5. GMDSS exemptions**

Applications for exemption from GMDSS requirements on the basis of nearby vessels or platforms will not be accepted, since the BMA has no control over these, or any other local communications network. However, for stationary platforms, FPSO units or vessels operating in a similar mode, limited departure

from GMDSS requirements may be considered by the BMA, provided that the functional requirements of SOLAS Chapter IV are satisfied.

Applications for exemption are to be submitted by the Recognised Organisation in accordance with BMA Marine Notice 08.

#### **24.4.6. 1989 MODU Code additional radio installation**

The additional radio station required under Chapter 11 of the 1989 MODU Code is not required for units which do not have a drilling capability.

Applications for exemption shall be submitted by the Recognised Organisation in accordance with the guidelines outlined in BMA Marine Notice 08.

#### **24.4.7. Crew Accommodation**

In general, MODU/MOUs are required to comply with Bahamas' Merchant Shipping (Crew Accommodation) Regulations.

With respect to Article 10.2 of ILO Convention 92 (Placement of accommodation aft of the collision bulkhead), this requirement would not generally be applicable for a typical semi-submersible or jack-up vessel. However, for a self-propelled ship shaped vessel, it is expected that the requirement will be met. Any individual case for exemption might otherwise be made for exceptional structural design, low propulsion speed/tug in attendance or mode of operation etc.

#### **24.4.8. MODU Code Crane Inspections**

There is an overlap between ILO 152, Bahamas Merchant Shipping Legislation and the MODU Code. A notable difference between Chapter 12 of the 1979 and 1989/2009 MODU Codes is that of 4 yearly and 5 yearly testing requirements, respectively. In this regard, the testing requirement for all affected vessels (surveyed under the 1979 MODU Code) should be harmonised to 5 years, where necessary. This also conforms with the Bahamas Merchant Shipping (Hatches and Lifting Plant) Regulations.

For applicable vessels surveyed against the relevant MODU Code, the requirements of Chapter 12 must be verified.

The Merchant Shipping (Hatches and Lifting Plant) Regulations put the responsibility for maintenance, recording and implementation of an inspection and survey regime firmly on the employer and Master.

To satisfy MODU Code requirements, an 'initial' installation survey shall be conducted, and initial operational tests and load testing shall be witnessed and verified by the Recognised Organisation.

The MODU Code does not specify that the annual inspection must be carried out by the Administration or Recognised Organisation. A "Competent Person", as defined in Regulation 2 of the Merchant Shipping (Hatches and Lifting Plant) Regulations, must carry out annual inspection of lifting gear. This can include a suitably experienced Classification Society surveyor or a suitably knowledgeable, trained, and experienced senior member of the crew.

A Cargo Gear Register issued by a Classification Society may be deemed to satisfy the record keeping requirements of ILO 152 and/or the Merchant Shipping (Hatches and Lifting Plant) Regulations in whole or in part, according to the assessment of the Recognised Organisation.

In case of harmonisation or adjustment of the future survey requirements for lifting devices of vessels under the MODU Code, this may be carried out in a programme deemed to be appropriate by the Recognised Organisation.

#### **24.4.9. Helideck lighting**

Helideck lighting may deviate from MODU Code requirements in order to conform to either International Civil Aviation Organisation standards or those of the coastal State in whose waters the vessel is operating.

Applications for such deviations shall be submitted by the Recognised Organisation in accordance with BMA Marine Notice 08.

#### **24.4.10. Access through horizontal and vertical openings**

The general technical specifications for access through horizontal openings, hatches or manholes and vertical openings or manholes of section 2.2.4 of the 2009 MODU Code must be complied with for all



openings provided for passage through the length and breadth of the space or through which a ladder passes. These requirements are not applicable to openings provided solely for design optimisation (e.g. lightening holes). All areas of the space are to be accessible via openings of the required dimensions, any localised areas where openings of the required dimensions are not possible (e.g. due to hull geometry, etc.) are to be brought to the BMA's attention and an appropriate exemption sought.

#### **24.4.11. *Alternative in water survey methods***

The BMA supports the use of novel and innovative solutions to support surveys and recognises that alternative in water survey methods are available that provide the same level of detail as traditional in water surveys. Such solutions may include:

- Structural inspections from within the hull using specialised non-destructive testing methods;
- 'Fly past' general visual inspections/close-up visual inspections by use of mini stabilised Remote Operated Vehicles (ROVs);
- Inspections of critical isolation valves, sea chests and other components in situ using 'hot tap' techniques and high definition cameras.

The main reason to consider in water surveys for MOUs compared to trading ships is their lower risk profile related to hull damages. Hence it should be evaluated and confirmed by the Recognised Organisation that, following the last in water survey:

- The unit has been conducting operations in open sea locations, minimizing risk of grounding and fouling of propellers and thrusters;
- Exposure to grounding – owner shall confirm that the unit has not been sailing in shallow waters, exposing the unit to risks of grounding;
- Exposure to impact – owner shall confirm that there has been no known contact between the unit and other ships or floating objects and no incident caused by dropped objects that could damage the hull;
- Corrosion protection systems including anodes and/or impressed current systems are installed to cover periods exceeding 5 years;
- The performance of such corrosion protection systems can/may be monitored by measurement equipment / ROV inspection.

The Recognised Organisation shall advise the BMA on a case-by-case basis of any proposed use of alternative survey methods.

## **25. SHIP TYPE SPECIFIC REQUIREMENTS**

### **25.1. Floating Production Storage and Offloading / Floating Storage Unit (FPSO/FSU)**

#### **25.1.1. General requirements**

All new buildings or any major conversion of an existing unit shall be surveyed against the applicable parts of the 2009 MODU Code, as amended, unless otherwise agreed by the BMA (for example, where the coastal State requires compliance with SOLAS or national regulations).

It must be noted that only those areas modified during the conversion need to comply with the 2009 MODU Code or amended MODU Code in force at the time of conversion.

A new building is any FPSO / FSU with keel laid on or after 01 January 2012. A major conversion means a conversion of an existing ship or FPSO / FSU that:

- i. Substantially alters the dimensions or carrying capacity of the ship, FPSO / FSU; or
- ii. Changes the type of the ship (e.g. from tanker to FPSO / FSU); or
- iii. The intent of which, in the opinion of the Administration, is substantially to prolong its life; or
- iv. Otherwise so alters the ship, FPSO / FSU that, if it were a new FPSO / FSU, it would become subject to relevant provisions of the latest Regulations/ Codes not applicable to it as an existing FPSO / FSU.

Any new building with a keel laying date earlier than 1 January 2012 or any major conversion commenced prior to 1 January 2012 is to comply with the 1989 MODU Code, as amended.

As a general principle "any revisions to SOLAS are to be applied to MODU-certificated Units where the hazard is perceived as being common" i.e., hazards on oil tankers, also present on FPSO / FSU. In case of doubt such matters will be individually considered by the BMA.

Please also refer to MSC-MEPC.2/Circ.9.

#### **25.1.2. Emergency towing arrangements**

For the purpose of emergency towing, FPSOs and FSUs shall be treated as tankers and comply fully with SOLAS II-1/3-4 or, alternatively, the towing requirements set out in paragraph 2.8 of the 2009 MODU

Code. If compliance with the MODU Code towing requirements is achieved, there is no need to seek a waiver from the emergency towing arrangements of SOLAS II-1/3-4. Regardless of the emergency towing arrangements, emergency towing procedures should be developed, taking into account MSC.1/Circ.1255 *Guidelines for owners/operators on preparing emergency towing procedures.*

## 25.1.3. Exemptions

Typical exemptions that may be applied to FPSO / FSU in respect of SOLAS requirements are as follows:

- i. Exemption from SOLAS Chapter II-1 requirements for access to and within spaces in the cargo area of oil tankers and bulk carriers, on the proviso that subsequent close up inspections, as considered appropriate, are conducted using one of the acceptable 'alternative means of access' detailed within [IACS UI SC190](#).
- ii. Exemption from SOLAS Chapter II-1 requirements for safe access to tanker bows. Tankers converted into FPSO and FSU may be exempt from this requirement due to their size, freeboard, and stationary position on site, provided that the unit:
  - Is permanently moored and equipped with a position mooring system (i.e., spread, internal, or external turret). Note that permanent mooring systems include those which are able to be disconnected, for reasons of safety or for operational deployment.
  - Has the design and production of its topside process facilities on the main deck and turrets provided with non-slip walkways and lifelines for bow access equivalent to those required by SOLAS
- iii. Individual voyage exemptions in ballast to repair yard or similar will be favourably considered. Applications supported by the Recognised Organisation shall be made direct to the BMA London office.
- iv. Alternative provisions regarding Lifeboat and Rescue launching and manoeuvring may be considered By the BMA in areas where currents and swell present safety dangers as having been met for those units that have, (a) implemented the Guidelines developed by the Organization<sup>48</sup>

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<sup>48</sup> Refer to the Guidelines on alternative methods for lifeboat drills on MODUs, developed by the Organization and included in MSC.1/Circ.1486

and are included in the unit's operating procedures or, (b) by other equivalent means acceptable to the Administration.

Applications for exemptions shall be submitted by the Recognised Organisation in accordance with BMA Marine Notice 08.

## **25.2. Floating Liquefied Natural Gas Units (FLNG), Floating Storage and Regasification Units (FSRU) & LNG/LPG Storage Units**

### **25.2.1. General requirements**

All new buildings or any major conversion of an existing unit shall be surveyed against the applicable parts of the 2009 MODU Code, as amended, unless otherwise agreed by the BMA (for example, where the coastal State requires compliance with SOLAS or national regulations) and the relevant provisions of the IGC Code.

Owners are encouraged to engage with the BMA at an early stage in FLNG/FSRU projects to establish an appropriate regulatory regime.

## **25.3. Vessels fitted with Dynamic Positioning (DP) Systems**

### **25.3.1. IMO Circular MSC/Circ.645**

For ships fitted with dynamic positioning (DP) systems, constructed on or after 01 July 1994 but before 09 June 2017, complying with IMO MSC Circular [MSC/Circ.645 Guidelines for vessels with dynamic positioning systems](#), the BMA does not require the issue of a Flag State Verification and Acceptance Document (FSVAD).

However, Owners may voluntarily request the Recognised Organisation to issue a FSVAD on behalf of the BMA, if required.

### **25.3.2. IMO Circular MSC.1/Circ.1580**

The BMA recommends that ships fitted with DP systems, constructed on or after 09 June 2017, comply with [MSC.1/Circ.1580 Guidelines for vessels and units with dynamic positioning \(DP\) systems](#).

The BMA does not require the issue of a Dynamic Positioning Verification Acceptance Document (DPVAD) as described in MSC.1/Circ.1580, however, Owners may voluntarily request the Recognised Organisation to issue a DPVAD on behalf of the BMA, if required.

## **25.4. Vessels fitted with Helicopter Landing Facilities**

### **25.4.1. Helideck marking and lighting**

With the exception of MODUs, helicopter deck marking, and lighting should generally conform to the International Civil Aviation Authority (ICAO) standards.

Deviations to the ICAO standard will be considered by the BMA on a case by case basis. Applications for such deviations shall be submitted by the Recognised Organisation in accordance with the guidelines outlined in BMA Marine Notice 08.

### **25.4.2. Helideck construction**

Aluminium helidecks that are considered equivalent to steel, based on a satisfactory fire test, are acceptable for use on Bahamian ships, as per SOLAS II-2/18.3.1.

Aluminium helidecks that are not considered equivalent to steel, are acceptable for use on Bahamian ships, subject to the provisions of SOLAS II-2/18.3.2.

## **25.5. Yachts**

### **25.5.1. The Bahamas Small Charter Yacht Code**

Small charter yachts, i.e. yachts in commercial use of less than 24 metres length (L), shall comply with [The Bahamas Small Charter Yacht Code \(BSYC\)](#). This includes private yachts engaged on occasional charters, which shall comply to the extent possible.

Small private yachts, i.e. yachts in non-commercial use, are strongly encouraged to voluntarily comply with the BSYC, to the extent possible.

Please refer to [The Bahamas Small Charter Yacht Code](#) and [BMA Yacht Notices](#).

**25.5.2. The Bahamas Large Charter Yacht Code**

Large Charter yachts, i.e. yachts in commercial use of 24 metres length (L) and above, shall comply with [The Bahamas Large Charter Yacht Code \(BLYC\)](#). This includes private yachts engaged on occasional charters, which shall comply to the extent possible.

Large Private yachts, i.e. yachts in non-commercial use, are strongly encouraged to voluntarily comply with the BYC, to the extent possible.

Please refer to [The Bahamas Large Charter Yacht Code](#) and [BMA Yacht Notices](#).

**25.5.3. The Bahamas Passenger Yacht Code**

Passenger yachts, in commercial or non-commercial use, shall comply with [The Bahamas Passenger Yacht Code \(BPYC\)](#), which entered into force on 01 January 2021. The BPYC includes provision for passenger yachts on restricted voyages and for passenger private yachts engaged on occasional charters.

Please refer to [The Bahamas Passenger Yacht Code](#) and [BMA Yacht Notices](#).

**25.5.4. Yachts built to other Yacht Codes**

Yachts built and certificated to other Yacht Codes are accepted for registration, provided that the Code used is considered by the BMA to be equivalent to the Bahamas Codes. A copy of the certification issued shall be submitted to [yachts@bahamasmaritime.com](mailto:yachts@bahamasmaritime.com) for consideration, when applying for registration.

**25.6. Safety standards for vessels under 500 gross tonnage (“non-Convention” vessels)****25.6.1. General**

[IACS Recommendation No. 99 Recommendations for the Safety of Cargo Vessels of less than Convention Size](#) may be applied, except where compliance with the CCSS Code or the SCV Code is applicable.

Vessels complying with IACS Recommendation No.99 shall be issued with a Statement of Compliance and shall be subject to an annual verification survey by the Recognised Organisation that classes the ship.



**25.6.2. *Ships operated exclusively within Bahamian territorial waters or within Bahamian near coastal waters***

For ships operating, or intended to operate, exclusively in Bahamian near coastal waters and/or within Bahamian territorial waters, the applicable standards are the Code of Safety for Cargo Ships operating in the Caribbean (CCSS Code) or Code of Safety for Small Commercial Vessels operating in the Caribbean (SCV Code).

Recognised Organisations are authorised to conduct surveys and issue applicable statutory certificates as appropriate.

Please refer to BMA Marine Notices [77](#) and [99](#).<sup>49</sup>

**25.7. Passenger ships**

**25.7.1. *Recommended measures to enhance safety***

The BMA recommends that Companies operating passenger ships voluntarily apply the measures in [MSC.1/Circ.1446/Rev.2 \*Recommended Interim Measures for Passenger Ship Companies to Enhance the Safety of Passenger Ships\*](#).

**25.7.2. *Sale of “over the counter” medicines to passengers***

The Bahamas Pharmacy Council has advised the BMA that the sale of “over the counter” type medicines<sup>50</sup> to passengers on board Bahamian ships is permitted, subject to the following conditions:

- i. Pain relief medication should have a maximum pack size of 16 tablets or capsules and have a maximum strength of 200mg for ibuprofen, 325mg for aspirin (acetylsalicylic acid) and 500mg for paracetamol (acetaminophen).
- ii. Sales of pain relief medication should be limited to two (2) packs in any one transaction;
- iii. The sale of products containing any amount of Codeine is not permitted.

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<sup>49</sup> Formerly BMA Information Bulletin No. 99

<sup>50</sup> “Over the counter” medicines are those which can be sold without a doctor’s prescription and which may be purchased in many countries in supermarkets, convenience stores, etc.

The above restrictions do not apply to any medicines provided by the Master, ship's doctor (where carried) or medical officer.

#### **25.7.3. Carriage of medical oxygen in passenger cabins**

The BMA recommends that where passengers bring their own medical oxygen cylinders on board, only one cylinder at a time is kept in the passenger's cabin. Any further cylinders should be stored in a designated safe area, in compliance with SOLAS Chapter VII and the IMDG Code.

The BMA also recommends that the location of any cabins containing medical oxygen cylinders is made known to the bridge/emergency teams. Appropriate procedures should be incorporated into the Company's Safety Management System.

#### **25.7.4. Carriage of fireworks**

The BMA has no objection to the carriage of fireworks on board passenger ships for use in firework displays, provided that the fireworks are carried in accordance with the IMDG Code and the net explosive weight of the fireworks is kept to the minimum necessary.

Firework casings should be made of biodegradable materials. Fireworks for use in MARPOL V special areas should have casings made from plant-based materials which can readily decompose on contact with the sea.

## 25.7.5. *Marriage On board*

The Bahamas permits marriages to take place on Bahamian ships, subject to certain restrictions. Full details of the process and procedures relating to this service can be obtained from the Registrar General:

**Office address:** The Registrar General  
Registrar General's Department,  
Office of the Attorney General & Ministry of Legal Affairs,  
Shirley House, #50 Shirley Street,  
P. O. Box N-532,  
Nassau, N.P.,  
The Bahamas.

**Main Telephone No.** +1 242 322 3316 or +1 242 322 8038

**Fax Number** +1 242 322 5553

**Email address** [registrargeneral@bahamas.gov.bs](mailto:registrargeneral@bahamas.gov.bs)

## 25.7.6. *Tenders*

Tenders which are not certified as lifeboats shall be assessed by the Recognised Organisation under MSC.1/Circ.1417/Corr.1 *Guidelines for Passenger Ship Tenders* and Chapter IV of the LSA Code, unless otherwise agreed by the BMA.

Persons operating tenders should have received relevant training which covers, as a minimum, the standards specified in MSC.1/Circ.1417/Corr.1.

## 25.7.7. *Excursion boats*

Please refer to Marine Notice 97.

## 25.7.8. *Seating Areas in Proximity to Windows/Portholes*

Companies shall undertake a risk assessment and introduce appropriate safeguards in relation to seating and communal areas in way of windows and side scuttles, with respect to the possibility of heavy weather damage and potential harm to persons occupying these areas should the window or side scuttle fail.

Based on the risk assessment, the Company shall provide guidance to its Masters, Officers, and crew, through the SMS, covering the requirements for these areas in extreme weather which may include, but not be limited to:

- The total closure of an area to passengers whilst the bad weather is encountered; or
- The partial closure of an area by providing a barrier such as a roped off area; or
- Any other temporary measure the Master may deem necessary for the safety of the passengers and crew.

Recognised Organisations shall verify the risk assessment and measures implemented at periodic ISM audits on board.

Please also refer to [Information Notice 09](#).

#### **25.7.9. Search & Rescue (SAR) Cooperation Plans**

Recognised Organisations are to verify that procedures for updating of SAR cooperation plans are in place and effectively implemented at ISM DOC and SMC audits.

#### **25.7.10. New build, conversions, and modifications – concept review**

Prior to the commencement of construction work for any passenger ship new build, major conversion or major modification project, a concept review should be presented to the BMA by the Company, Recognised Organisation, Ship Builder, Repair Yard, Designer, etc. The purpose of the concept review is to discuss the requirements for the project and agree on which national and international requirements will apply.

The review should address the following:

- Overview of the concept and any novel features of the design;
- Scope and extent of any exemptions or equivalencies to IMO or ILO conventions envisaged;
- Details of any aspects of the design's compliance with IMO or ILO conventions that will require an interpretation, clarification or policy decision by the BMA;
- Scope and extent of any Alternate Design and Arrangements envisaged for the project;
- Design and construction Schedule including key milestones and expected submission dates.

**25.7.11. Damage control drills**

Damage control drills in accordance with SOLAS II-1/19-1 shall take place at least once every 3 months on all passenger ships constructed on or after 01 January 2009<sup>51</sup>.

**25.7.12. Passenger registration systems for ports in the European Union**

EU Council Directive No.98/41/EC on 18 June 1998 (the Directive) requires the Company to establish a passenger registration system on board passenger ships trading to/from European Union (EU) ports.

Bahamian passenger ships are required to comply with the provisions of SOLAS. Regulation 27 of Chapter III of SOLAS requires a system to be in place to count, record and keep ashore details of all passengers embarked on board a passenger ship prior to departure. Documentary evidence of compliance with the SOLAS requirements is maintained through possession of a valid Passenger Ship Safety Certificate and the Company operating the affected ship shall have implemented the requirements in its Safety Management System.

The BMA considers that the Directive is supplemental to the requirements of SOLAS III/27 and is only applicable to ships trading to/from EU member states. Compliance with the Directive is an additional EU coastal State requirement in excess of SOLAS requirements.

The Bahamas is not an EU member State. Therefore, the BMA is not required to, nor is it able to, approve passenger registration systems for compliance with the Directive. Such approvals should be sought from the Maritime Administration of an EU member State to which the vessel has previously operated or is currently located. The BMA will assist in engagement with the EU member State(s) as required.

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<sup>51</sup> Retroactive application as per SOLAS II-1/1.1.2.2

**25.7.13. Products containing Cannabis**

Cannabis (marijuana) and any products manufactured from it are currently illegal in The Bahamas. This includes resins and products that contain CBD (cannabidiol) or THC (tetrahydrocannabinol) **of any type**, such as spa products, medical prescriptions, etc.

**Accordingly, products of any type containing CBD or THC are illegal and are not to be brought onboard or used on Bahamian ships.**

It should also be noted that transporting cannabis from one country to another on a ship may be considered drug trafficking and could result in very severe penalties.

**25.8. Research/survey vessels****25.8.1. Entry clearance for certain coastal States**

Notwithstanding Article 17 of the [United Nations Convention on the Law of the Sea 1982 \(UNCLOS\)](#) related to innocent passage, some coastal States require all survey vessels to have prior clearance before entering their territorial waters. It is the Company's responsibility to establish what clearance, if any, is required.

The BMA will assist in facilitating the process of obtaining clearance if requested by owners. **It should be noted that the process of obtaining clearance through diplomatic channels can take several weeks and early application is strongly recommended to reduce the possibility of delays to the ship.**

As per Article 19(j) of UNCLOS, the carrying out of research or survey activities is considered prejudicial to the peace, good order or security of a coastal State and is not considered innocent passage. The Company is responsible for obtaining the necessary clearances and/or permits from the affected coastal State(s) prior to undertaking survey work. Evidence that clearance has been obtained shall be available from the Company on request by the BMA and may be shared with other Bahamas government departments.

## **25.9. Refrigerated cargo ships**

### **25.9.1. *Illegal, Unreported & Unregulated Fishing and Transhipment Operations***

Please refer to BMA Marine Notice 69<sup>52</sup>.

### **25.9.2. *EU Sanitary Inspections***

Please refer to [BMA Marine Notice 70<sup>53</sup>](#).

## **25.10. Manned Submersible Craft**

### **25.10.1. *General Requirements***

Manned submersible craft shall be registered with the BMA and surveyed by a Bahamas Recognised Organisation. Please refer to [BMA Marine Notice 74<sup>54</sup>](#).

## **25.11. Unmanned aerial systems (UAS) / Drones**

### **25.11.1. *General Requirements***

It is the responsibility of the drone operator to comply with relevant guidance and instructions for the area(s) where the drone is registered and/or flown.

### **25.11.2. *Flying a UAV/drone from a Bahamian ship***

Paragraph 3.19 of [International Civil Aviation Organization \(ICAO\) Circular 328 on Unmanned Aerial Systems \(UAS\)](#) states that:

*"Operators must have approval from the State of the Operator before conducting operations in high seas airspace. They must likewise coordinate their operations with the ATS provider responsible for the airspace concerned."*

Accordingly, the BMA has been advised by the Bahamas Civil Aviation Authority (BCAA) that the owner/operator of a drone being flown from a Bahamian registered ship is responsible for seeking

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<sup>52</sup> Formerly BMA Information Bulletin No. 155

<sup>53</sup> Formerly BMA Information Bulletin No.163

<sup>54</sup> Formerly BMA Information Bulletin No.159



authorisation from the State which issued the Certificate of Registration for the drone and obtaining any licence required.

The owner/operator of the drone is also responsible for seeking authorisation from the appropriate Air Traffic Services Authority for the area where the drone is being flown.

**25.11.3. *Flying a UAV/drone in The Bahamas***

A permit is required for any drone use in the Bahamas, regardless of whether it is for recreational or commercial use. Further information is available on the BCAA website at <http://www.bcaa.gov.bs>.

For reference, Bahamas Air Traffic Services are responsible for the airspace of The Bahamas up to 6,000 feet (1828.8 metres). Above 6,000 feet of Bahamas airspace and the international airspace around The Bahamas is the responsibility of Miami Center Air Traffic Services.

## 26. REVISION HISTORY

Version Number	Section	Description of Revision
0	All	First Issue
1	All	As per revision record on V.1
2	All	Complete revision
3	All	Complete revision
4	All	As per revision record on V.4
5	All	As per revision record on V.5
6	All	As per revision record on V.6
7	All	As per revision record on V.7
8	All	As per revision record on V.8
9	All	As per revision record on V.9
10.0	All	Complete revision
10.1	4.4.18	New section on kapok lifejackets (formerly in Technical Alert 19-05)
	4.6.14	Additional text referring to SOLAS V/27 and A.1045(27), as amended by A.1108(29) (formerly in Technical Alert 19-10)
	25.7.11	New section on passenger registration systems (formerly in Technical Alert 15-15)
	25.11	New section on UAS/drones (formerly in Technical Alert 19-08)
10.2	3.4.10	Expanded text to include instructions formerly contained in BMA Information Bulletin No.91
	3.4.13	Reference to Bulletin 175 updated to Marine Notice 53
	4.6.1, 12.2.1	Reference to Bulletin 127 updated to Marine Notice 31
	4.13.2	Reference to Bulletin 128 updated to Marine Notice 72
	5.1.3	Reference to Bulletin 84 updated to Marine Notice 56
	5.6	Reference to Bulletin 172 updated to Marine Notice 63
	7.2.2	Added acceptance of BWTS approved to MEPC.279(70)
	25.7.7	Added reference to Information Notice 09
10.3	24.4.11	New section on alternative in water survey methods for MODUs
	All	References to Information Bulletins updated to refer to Marine Notices/Information Notices that have/will replace the Bulletin (former Bulletin Nos. referenced in footnotes)
	25.7.7	New paragraph referring to Marine Notice 97
	Annex	Added Annex containing cross reference table of Information Bulletins to Marine Notice/Information Notice/Yacht Notice

10.4	3.3	Addition of paragraphs 1.18 and 11.14bis to Table of Authorisation
	4.5.5	New paragraph on criteria for mobile satellite communication systems in the GMDSS
	4.5.6	New paragraph on unavailability of MSC.407(101) EPIRBs
	4.17	New section for SOLAS Chapter XV
10.5	3.3	Updated MARPOL references in part 4 of table of authorisation; removal of G8 guidelines reference (MEPC.174(58) & MEPC.279(70))
	4.2.3	Clarification on use of alternative/equivalent arrangements for operating handles
	4.5.7	EPIRB Return Link Service RLS Protocol
	4.6.15	Addition of section on particularly sensitive sea areas – Saba Bank (information previously provided as Technical Alerts 14-07 & 24-11)
	5.1.8	Added interpretation of MARPOL I/43A
	5.5.2	Clarification on MARPOL V statements of compliance
	5.5.3	MARPOL V placard ordering information added
	5.5.5	Information on thermal waste treatment devices (TWTB)
	9.1	Editorial amendments
	9.2	New section describing the issue of multiple SOLAS/MARPOL certificates for ships with multiple Load Lines
	25.7.2	Removal of link to UK MHRA General Sales List (no longer available)

Information Bulletin No.	MN/IN/YN No.	Subject
1	MN01	Marine Notices, Information Notices & Yacht Notices
2	IN01	Dates for Bahamas Assessments of Officer Candidates
3	MN02	Authorised Classification Societies
4	MN04	Incident Reporting Procedures
5	-	Withdrawn
6	MN45	GMDSS EPIRB registration
7	IN06	Emergency response officer
8	MN05	Permanent Exemptions and Equivalents
	MN08	Temporary Exemptions, Extensions and Postponements
9	-	Withdrawn
10	-	Withdrawn
11	-	Withdrawn
12	-	Withdrawn
13	-	Withdrawn
14	-	Withdrawn
15	-	Withdrawn
16	-	Withdrawn
17	-	Withdrawn
18	-	Withdrawn
19	IN07	Commissioning of INMARSAT terminals and issue of MMSI numbers

Information Bulletin No.	MN/IN/YN No.	Subject
20	-	Withdrawn
21	-	Withdrawn
22	-	Withdrawn
23	MN46	ISM Code
24	-	Withdrawn
25	-	Withdrawn
26	-	Withdrawn
27	-	Withdrawn
28	-	Withdrawn
29	MN81	Emergency escape breathing devices
30	IN03	References to STCW 95 in certificates, endorsements and other documents
31	-	Withdrawn
32	-	Withdrawn
33	-	Withdrawn
34	-	Withdrawn
35	-	Withdrawn
36	-	Withdrawn
37	-	Withdrawn
38	-	Withdrawn
39	-	Withdrawn

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42	-	Withdrawn
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44	-	Withdrawn
45	-	Withdrawn
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47	-	Withdrawn
48	-	Withdrawn
49	-	Withdrawn
50	-	Withdrawn
51	MN87	ECDIS, nautical charts and publications: carriage and updating requirements
52	-	Withdrawn
53	-	Withdrawn
54	-	Withdrawn
55	-	Withdrawn
56	-	Withdrawn
57	MN48	Continuous synopsis records
58	-	Withdrawn
59	-	Withdrawn

Information Bulletin No.	MN/IN/YN No.	Subject
60	-	Withdrawn
61	-	Withdrawn
62	-	Withdrawn
63	-	Withdrawn
64	-	Withdrawn
65	-	Withdrawn
66	MN91	Bahamas flag State inspections
67	-	Withdrawn
68	-	Withdrawn
69	-	Withdrawn
70	MN47	SOLAS Chapter XI-2 and the ISPS Code
71	MN90	Approval (certification) of marine equipment
72	MN82	Enhancing lifeboat safety during drills
73	MN75	Periodical bottom inspection of passenger ships
74	-	Withdrawn
75	MN61	MARPOL Annex VI
76	MN85	Carriage of immersion suits
77	-	Withdrawn
78	-	Withdrawn
79	-	Withdrawn



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80	-	Withdrawn
81	MN50	BMA fee schedule
82	-	Withdrawn
83	-	Withdrawn
84	MN56	Oil record books
85	MN93	Port State control inspections
86	MN12	Approval of STCW training
87	-	Withdrawn
88	-	Withdrawn
89	MN89	Competent persons
90	MN58	MARPOL Annex II – carriage of vegetable oils
91	-	Withdrawn
92	-	Withdrawn
93	MN73	Code of safety for diving systems
94	MN57	Application of MARPOL Annex I to FPSO/FSU
95	-	Withdrawn
96	MN78	Maintaining passenger ship watertight doors open during navigation
97	MN79	Firefighting equipment
98	MN06	Servicing of inflatable lifesaving appliances
99	MN77	Survey and inspection of ships of less than 500 gross tonnage operating solely within the Caribbean Trading Area

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100	MN82	LSA fall wires
101	MN54	Conventions to which The Bahamas is a Party
102	YN04 YN06	Yachts 24m and above
103	MN28	Seafarer medical examinations and certificates
104	MN14	Bahamas certificate of competency
105	MN15	Guidance on manning, training & certification for the offshore industry
106	MN16	Tanker training and certificates/endorsements
107	MN29	Record of employment, Bahamas seaman's record book and certificate of discharge
108	MN17	Bahamas flag State endorsements
109	MN48	IMO unique company and registered owner identification number
111	MN49	LRIT
112	MN67	International Convention on Civil Liability for Bunker Oil Pollution Damage (Bunkers Convention)
113	-	Withdrawn
114	MN55	UN sanctions
115	MN18	Safe manning requirements
116	IN10	LRIT testing ASPs
117	MN82	Fall preventer devices
118	MN27	Security training, instruction and certification
119	MN71	Piracy and armed robbery against ships
120	MN94	PSC detentions

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121	MN13	STCW recognised countries
122	MN11	Laid up ships
123	MN64	HCFC refrigerants
124	IN04	Bahamas seafarer application form
126	IN11	MARPOL Annex VI record book
127	MN31	Maritime Labour Convention 2006
128	MN72	Guidance to shipowners on carriage of armed personnel for vessel protection
129	MN19	STCW 2010 amendments
130	MN20	Training, instruction and certification requirements for persons on board Bahamian ships
133	YN03 YN05	Yachts of less than 24m
134	-	Withdrawn
135	MN21	Passenger ship training and certification
136	MN92	Enhanced monitoring programme
137	IN15	BORIS seafarer applications
138	MN44	ECDIS training requirements
139	MN39	MLC accommodation
140	MN32	Minimum age of seafarers
141	MN33	MLC on board complaints procedure
142	MN34	Seafarer employment agreement and articles of agreement
143	MN30	MLC guidelines for flag State inspection and certification

Information Bulletin No.	MN/IN/YN No.	Subject
144	MN35	Hours of rest
145	MN36	Management of occupational health & safety
146	MN37	Ship's cook
147	MN38	MLC recruitment and placement services
148	MN40	Medical care onboard
	MN42	Shipowner liability and social security
149	IN12	BMA technical and safety alerts
150	MN80	Inspection and testing of automatic sprinkler systems
151	MN26	Safety familiarisation and basic training, instruction and certification
152	MN51	BMA publications
153	MN22	Guidance on the issue of Bahamas national certificates under STCW Chapter IV as GMDSS radio operator and STCH Chapters II & III as rating or able seafarer
154	IN09	Passenger ship windows, side scuttles, storm covers and deadlights
155	MN69	IUU fishing and authorisation to conduct transshipment operations
156	IN05	Guidance on the assessment for a Bahamas certificate of competency as an officer under STCW Chapter II and III
157	MN68	Nairobi International Convention on the Removal of Wrecks, 2007
158	MN25	Carriage, Training and Certification of Electro-Technical Officer and or Electro-Technical Rating
159	MN74	Manned submersible craft
160	IN13	Guidance on large scale rescue operations at sea
161	MN43	MLC 2006 financial security
162	MN23	Training and Certification Requirements for Seafarer Sailing on Ships Subject to the IGF Code

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163	MN70	Requirements for refrigerated cargo ships carrying frozen fishery products to European Union countries
164	MN66	International Convention on Civil Liability for Oil Pollution Damage 1992 (CLC Convention)
165	MN65	International Convention for Control and Management of Ships' Ballast Water and Sediments, 2004 (Ballast Water Management Convention)
166	MN59	MARPOL Annex IV
167	MN88	Polar Code
168	MN24	Training and Certification Requirements for Persons sailing on board Bahamian ships subject to the Polar Code
169	MN60	Garbage record books
170	-	Withdrawn
171	IN08	Control and management of ships' biofouling
172	MN63	Fuel consumption data collection and recording
173	MN09	Electronic record keeping systems
174	MN84	Marine evacuation systems
175	MN53	Electronic statutory certificates
176	-	Withdrawn
177	MN52	Data protection
178	MN86	SOLAS alternative design and arrangements
179	MN03	Safe Return to Port
180	-	Withdrawn
181	MN71	Guidance for ships operating in or near the Gulf of Oman, Strait of Hormuz and Persian Gulf
182	IN02	Application of MARPOL in Bahamian waters – archipelagic baselines Bahamas Archipelagic Baselines

Information Bulletin No.	MN/IN/YN No.	Subject
183	MN62	MARPOL Annex VI – global fuel oil sulphur limit
184	MN83	Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear (MSC.402(96))
185	-	Withdrawn
<b>The documents listed below were not previously issued as Information Bulletins but are included for completeness.</b>		
-	MN07	Inventory of Hazardous Materials - Statements of Compliance
-	MN10	MARPOL Electronic Record Books
-	MN41	Medical Stores
-	MN76	Cargo ship Extended Drydocking Scheme
-	MN95	Cyber Security
-	MN96	Remote Statutory Surveys, Audits and Inspections ( <i>On Hold</i> )
-	MN97	Excursion Boats
-	MN98	Bahamas Yacht Codes
-	MN99	Survey requirements for small passenger ships ( <i>to be issued</i> )
-	MN100	The Merchant Shipping (Load Lines) Regulations 2023 ( <i>to be issued</i> )
-	MN101	The Merchant Shipping (Tonnage) Regulations 2023 ( <i>to be issued</i> )
-	MN102	International Code of Safety for Ships Carrying Industrial Personnel (IP Code)
-	MN103	Code of Safety for Special Purpose Ships (SPS Code)
-	MN104	MARPOL Annex VI Regulation 13 and NOx Code ( <i>to be issued</i> )
-	MN105	MARPOL Annex VI – Emission Abatement Technology ( <i>to be issued</i> )
-	MN106	MARPOL Annex VI Regulations 22-25 (EEDI, EEXI) ( <i>to be issued</i> )

Information Bulletin No.	MN/IN/YN No.	Subject
-	MN107	International Convention on the Control of Harmful Anti-Fouling Systems on Ships, 2001 ( <i>to be issued</i> )
	MN108	Lifting Appliances and Anchor Handling Winches
	MN109	Distress signals and prevention of collisions
-	IN14	Port State Control - Recurring Deficiencies
-	IN16	Passenger operations (COVID19)
-	IN17	Calculation of minimum wages
-	IN18	Pilot boarding arrangements
-	IN19	Minimum Requirements for Seafarer Photographs and Signatures
-	IN20	Marriage on Bahamian ships
-	IN21	EyeSea App
-	IN22	Guidance on Completion of DMLC Part I ( <i>to be issued</i> )
-	IN23	Bahamas Investigation Portal
-	IN24	BORIS: Guidance on seafarer applications ( <i>to be issued</i> )
-	IN25	CIC in pilot transfer arrangements 2021 – Results analysis report
-	IN26	Flagging of seafarers ( <i>to be issued</i> )
	IN27	Crew Accommodation Guidance
	IN28	Shipboard preparedness for emergency steering in Port Hedland
	IN29	Approved Aviation Inspection Bodies